

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

Calendar year 1901

BY

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SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT, RAILWAYS.



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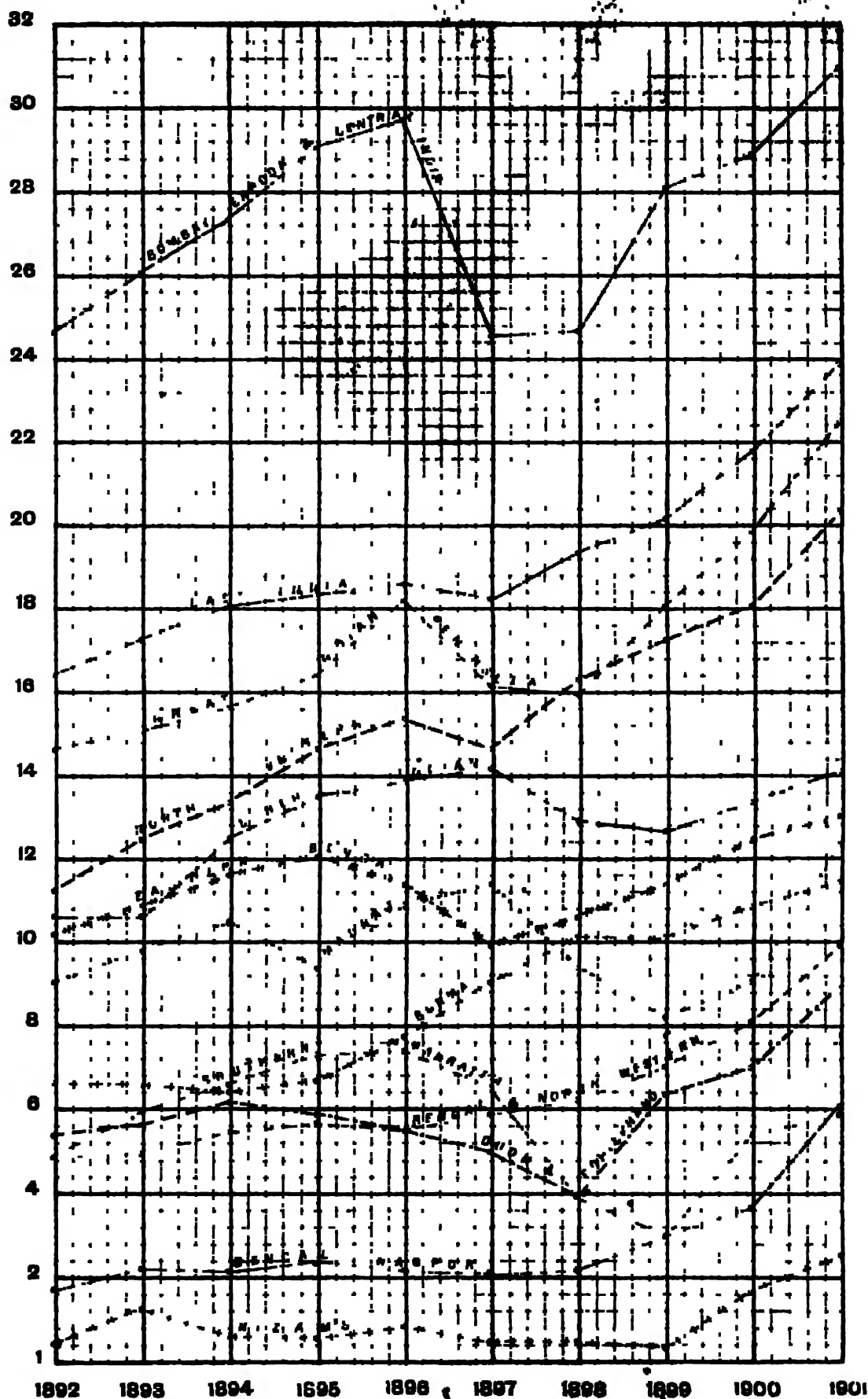
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NUMBER OF PASSENGERS CARRIED ON THE PRINCIPAL RAILWAY SYSTEM IN INDIA.

Millions.

Number of Passengers.



PASSENGER UNIT-MILEAGE ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.

Millions.

1,500

1,400

1,300

1,200

1,100

1,000

950

900

850

800

750

700

650

600

450

400

350

300

250

200

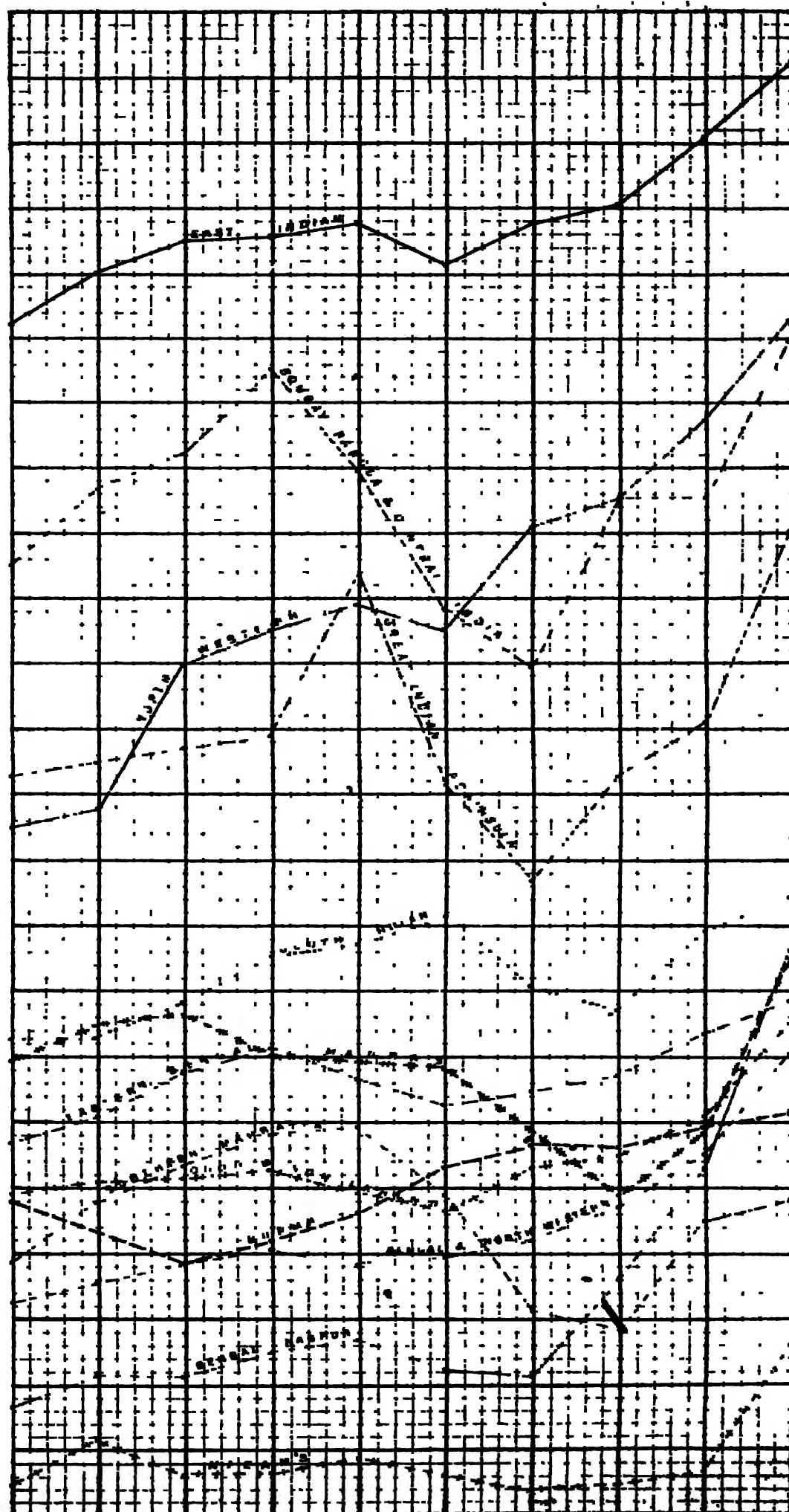
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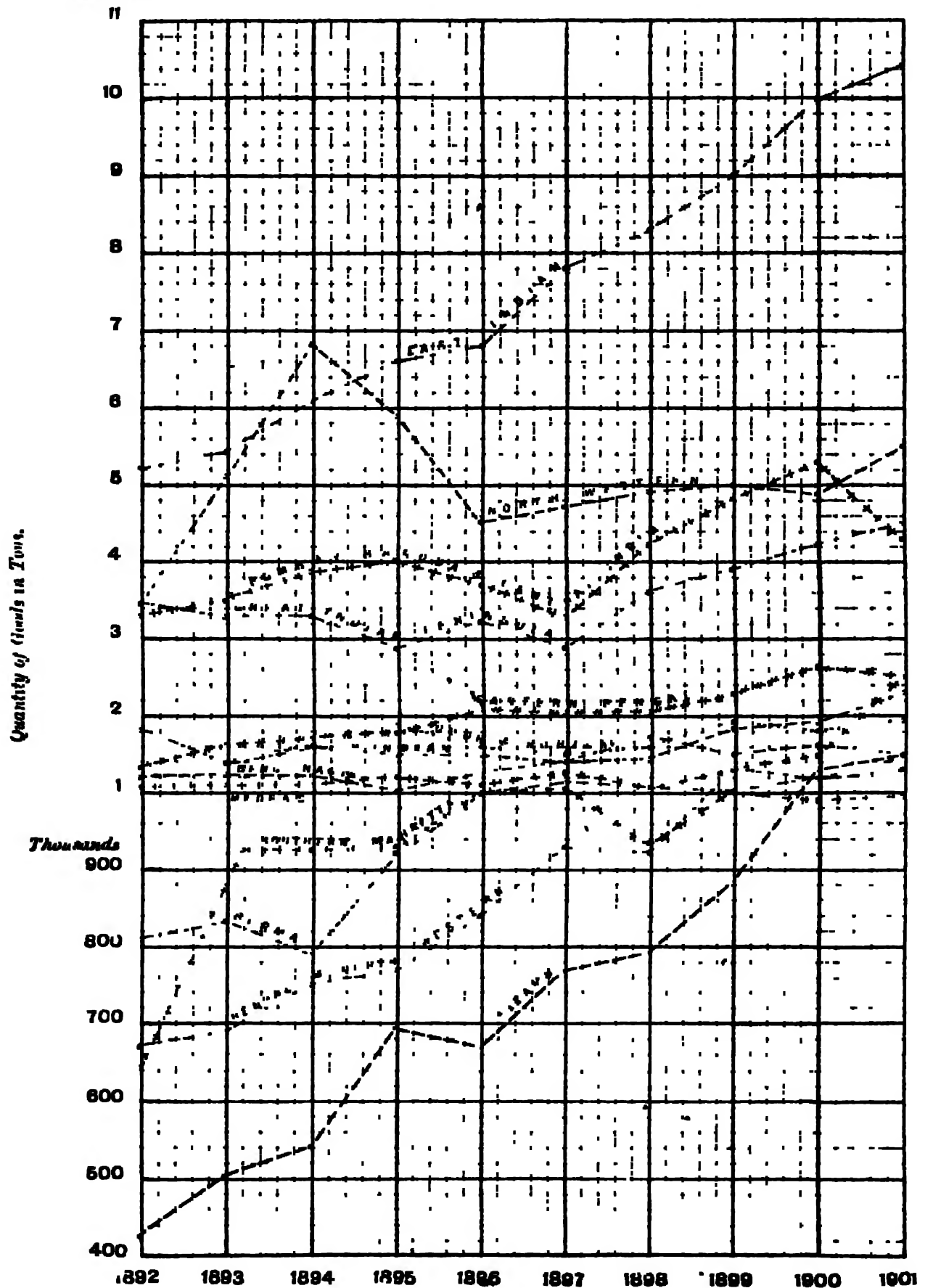
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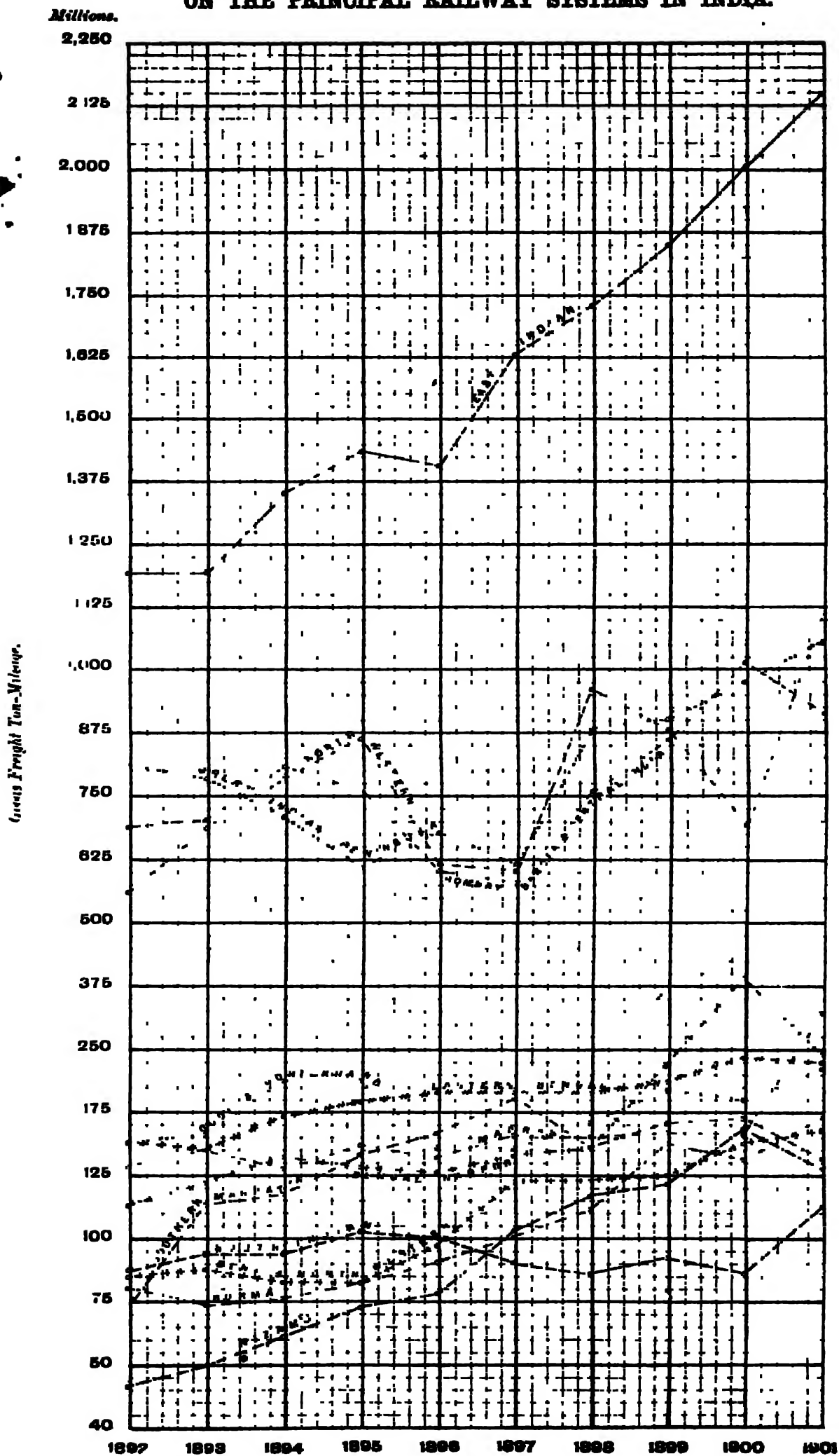
Passenger Unit-Mileage.



Millions.



GOODS FREIGHT TON-MILEAGE ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.



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PART I.

GENERAL REPORT

It was recorded in the Railway Administration Report for 1900, that, for the first time since the commencement of railways in India over half a century ago, there was in that year a surplus to the State of revenue over expenditure amounting to nearly 8½ lakhs of rupees. In the calendar year 1901, there has been a similarly satisfactory record, and the surplus to the State at the close of the year amounted to over 115 lakhs of rupees. General.

The good results obtained in 1900 were not wholly matter for congratulation, since the improvement in the revenue was largely due to the traffic created by the famine which ravaged so large a part of India. In 1901, however, there was no such scourge to swell the earnings of railways. Famine conditions, though still prevailing, were confined to a small area, and the large increase of business recorded was due almost entirely to the natural development of the railways.

2. The profit of over 115 lakhs of rupees has been arrived at by charging against *Revenue* not only the expenses incurred in actually working the open lines of railway including interest charges on their outlay, but also interest on the capital expenditure on lines under construction from which no revenue is obtained, and on the unexpended balances of the capital deposited by Companies, as well as the amount paid yearly, by means of sinking funds and annuities, for the redemption of the commuted capital of those railways which have been purchased by the State. Calculated on this basis the results for the last three calendar years are shown in the following table: Financial results to the State.

		1891		
REVENUE.		Rs.	Rs.	Rs.
<i>State railways</i> —Gross traffic earnings		1,68,82,768	21,01,24,015	27,82,42,113
<i>Guaranteed Companies</i> —Gross traffic earnings		6,33,48,119	4,71,00,153	2,74,25,391
<i>Subsidised</i> "—Repayment of advances of interest		4,23,200	3,23,000	4,61,220
Total revenue		1,16,40,087	28,95,27,168	35,18,28,724
CHARGES AGAINST REVENUE.				
<i>State railways</i> —Working expenses		10,13,16,051		13,41,56,175
" " Interest* on total capital outlay in India and on debentures discharged		4,22,03,678	1,39,11,001	4,49,54,370
" " Interest on debt incurred in, or created for, the purchase of railways		83,83,740	98,22,150	1,11,17,208
" " Annuities in purchase of railways		2,94,07,415	3,51,91,431	4,25,83,683
" " Interest chargeable against Companies on advances		33,77,277	60,17,750	88,78,497
" " Interest on capital deposited by Companies		56,48,174	50,72,073	60,00,434
<i>Guaranteed Companies</i> —Working expenses		1,28,12,501	1,41,00,440	1,50,35,382
" " Surplus profits, etc.		3,20,07,754	2,47,72,570	1,24,01,207
" " Land and supervision		45,44,231	30,16,780	18,11,890
" " Interest†		7,36,013	2,68,754	—1,00,430†
<i>Subsidised</i> " Land and subsidy		3,27,70,750	2,39,25,065	1,53,20,302
<i>Miscellaneous railway expenditure</i>		7,07,200	3,97,107	1,21,761
		5,16,639	8,80,011	6,92,052
Total charges against Revenue		27,52,72,456	28,74,84,728	29,45,87,030
Net loss—(or Gain +)		46,06,287	+8,72,391	+1,15,41,194

* 4 per cent. on capital outlay to the 31st March 1900, and 3½ per cent. on outlay subsequent to that date, except on capital outlay on the East Indian railway from 1st July 1895, and on the loan of one crore from His Highness the Maharaja Holkar for the Holkar railway, on which interest is charged at 3½ and 4½ per cent., respectively.

Railways opened.

3. The net gain or loss shown in the foregoing table has been arrived at without excluding from the Annual Revenue Charges that portion of the Annuity payments which represents redemption of capital, and the figures do not, therefore, give the real result to the State of the working of the Railways. If this portion of the annuities, which actually represents instalments of the price which has to be paid for the Railways purchased from Companies, was excluded from the ordinary Revenue Charges, the result to the State of the working of the Railways would have been—

In 1899 a loss of Rs. 12,29,010.
In 1900 a gain of „ 68,90,143.
In 1901 a gain of „ 2,04,19,095.

4. These results were coincident with an increase in the open mileage of 1,484 miles in 1899, 1,237 miles in 1900 and 576 miles in 1901, or a total addition to the railway system in the last three calendar years of 3,297 miles.

5. The expenditure side of the account is further heavily weighted by the terms of the contracts of the Guaranteed Railways. Under these contracts, payment of interest has to be made at a higher rate than is now necessary, and the calculation of the surplus profits has to be made at 22 pence to the rupee, while the current rate of exchange is nearer 16 pence. Until these contracts terminate, the State is unable to obtain any advantage from cheaper money, or from the improved credit of the country, or from a favourable exchange. There are, however, only two such contracts now remaining, viz., the Bombay, Baroda and Central India, and the Madras railways, which are terminable on the 31st December 1905 and 1907, respectively.

Railways opened.

Railways opened.
App. 1, 2 and 3.

6. During the year under review, 576 miles were added to the railway system of India, bringing the total mileage open at the close of the year up to 25,373 miles. Between the 1st of January and the 30th April 1902, 5 miles more were added, making the mileage open on the 1st of May 1902, 25,378 miles, of which 14,057 were on the 5' 6" gauge, 10,511 on the metric or 3' 3½" gauge and 810 on narrower gauges. The 40 tramways running outside municipal limits, referred to separately in paragraph 9 of the last report, are included in these figures, as they are now treated as "Light Railways."

Yearly additions
to mileage.
App. 4.

7. The additions made year by year, from the date of opening, to the mileage under each railway administration, and during the Viceroyalty of each Governor General, are presented in Appendix 4.

8. The principal railways opened during 1901 were—

- (a) The Peshawar-Jamrud railway on the 5' 6" gauge, 11 miles long, and the Nowshera-Durgai railway on the 2' 6" gauge, 40 miles long, which were constructed for military purposes to serve the Frontier cantonments of Peshawar and Nowshera;
- (b) The Ludhiana-Dhuri-Jakhal railway on the 5' 6" gauge, which is 79 miles long and connects by a direct line Ludhiana on the North Western railway Dhuri on the Rajpura-Bhatinda or Patiala State railway and Jakhal on the Southern Punjab railway;
- (c) The section from Lumding to Lakwa on the 3' 3½" gauge, 153 miles long, of the Assam Bengal railway, which will eventually connect Upper Assam with the Southern and Western portions of the Province;
- (d) The section from Dalmora to Suratgarh on the 3' 3½" gauge, 72 miles long, of the Jodhpur-Bikaner railway, which will afford a direct route between the railways in Northern India and Rajputana;
- (e) An extension of the Burma railways from Nawngkhio to Hsipaw on the 3' 3½" gauge, 54 miles long, which will open out the country in the North Shan States.

Mileage to be
constructed.
App. 5.

9. Sanction was given during the year 1901 to the construction of 715 miles of railway, making up a total of 2,126 miles sanctioned and still to be constructed on the 31st December 1901. The principal lines sanctioned were—

	Miles	
Lines in the Jherriah coal-fields (East Indian railway)	14'01	on the 5' 6" gauge.
Lines in the Jherriah coal-fields (Bengal-Nagpur railway)	62'40	" " 5' 6" "
Allahabad to Fyzabad (Oudh and Rohilkhand)	94'07	" " 5' 6" "
Malakwal to the Karana hills—Jech-Doab (North Western railway)	51'40	" " 5' 6" "
Jubbulpore-Gondal extensions (Bengal-Nagpur railway)	252'67	" " 2' 6" "

10. Of the new projects mentioned in last year's report, a Company has been floated for the construction of the Ahmedabad-Dholka railway (Bombay), 33 miles in length, on the 3' 3 $\frac{3}{8}$ " gauge, and construction operations have commenced on the Laksam-Noakhali (Bengal) railway, 35 miles in length, also on the 3' 3 $\frac{3}{8}$ " gauge, while the negotiations in regard to the following branch lines have been practically concluded :

	Miles.
Bezwada-Masulipatam (Madras)	50
Kurnool Road-Dhone-Kurnool (Madras)	32
Rachur-Wondal (Hyderabad)	43

The concessions which were granted for the following lines have since lapsed :—

	Miles.
Bhagalpur-Bausi-Baidyanath (Bengal)	60
Chandipur-Taki (Bengal)	38

Negotiations in regard to the following have been in progress :—

	Miles.
Akhaura-Biharab Bazar (Bengal)	19
Baran-Ajmer-Marwar (Rajputana)	213
Burdwan-Cutwa (Bengal)	34
Hooghly-Cutwa-Ahmadpur-Gondal (Bengal)	65
Jullundur-Hoshiarpur (Punjab)	24
Kangra Valley (Punjab)	87
Tilgaon-Sylhet (Assam)	39
Vizianagram-Rampur with Sointilla branch (Madras and Central Provinces)	359

11. For the benefit of railway promoters, information has been furnished in Appendix 6 to show the gross earnings per mile per week of each railway from the date of opening and the proportion of the working expenses to the gross earnings ; and Appendix 7 shows the subsidies and rebates received by assisted lines under the Branch Line terms, and the time each line took in earning enough to be independent of such assistance.

Earnings per
mile per week.
App. 6.
Income of each
railway.
App. 7.

Railways surveyed.

12. The following surveys were completed during 1901 :

- (a) *Assam-Bengal railway*.—A branch line (3' 3 $\frac{3}{8}$ " gauge), 35 miles long, from Laksam to Noakhali ;
- (b) *Bengal and North-Western railway*.—Lines from (1) Uska Bazar to Tulsiapur with a branch to the foot of the hills, 68 miles ; (2) Gorakhpur to Bagaha, 47 miles ; and (3) Kopaganj to Dobri Ghat, 22 miles : total 137 miles ; all on the 3' 3 $\frac{3}{8}$ " gauge ;
- (c) *Bengal Dairs railway*.—A branch line (3' 3 $\frac{3}{8}$ " gauge), 20 miles long, from Daura to Mathabhanga and thence to Kona Ghat ;
- (d) *Bhavnagar-Gondal-Junagad-Porbandar railway*.—Lines from Dhrangadhra to Malha, 49 miles, and Junnagar to Salaya, 35 miles, both on the 3' 3 $\frac{3}{8}$ " gauge ;
- (e) *Eastern Bengal State railway*.—Quadrupling of the line between Naihati and Ballygunge, 26 miles ; and a line, 70 miles long, from Shibnibash (Kissenganj) to Magura with a branch from Kaliganj to Sulkaps *via* Jhanda ; all on the 5' 6" gauge ;
- (f) *East Indian railway*.—Lines (1) 161 miles long, connecting Gya on the South Behar branch with Asansol, (2) 74 miles long, connecting Fatehpur with Markundi, with an alternative to Khaga or Manikpur, 60 miles long ; and (3) 28 miles long, partially through the Jherriah coal-fields and about 4 miles east of Lohidi on the East Indian railway to Bujudih on the Bengal-Nagpur railway, to allow the latter railway access to the coal-fields ; all on the 5' 6" gauge ;

Capital.

- (g) *Madras railway*.—A line 12 miles long on the 3' 3½" gauge, from Coonoor on the Nilgiri railway to Ootacamund ;
- (h) *North Western State railway*.—Reconnaissance from Gojra to Samandri, 16 miles, on the 2' 6" gauge, as a feeder to the Wazirabad-Lyallpur railway ;
- (i) *Oudh and Rohilkhand State railway*.—A line 6·84 miles long, (5' 6" gauge), connecting Dehra Dun on the Hardwar-Dehra branch with Rajpur ; and
- (j) *Southern Mahratta railway*.—Lines from (1) Haspet to Kottur, 41 miles ; (2) Bellary to Rayadrug, 34 miles ; (3) Phirangipuram to Gurazala, 52 miles ; (4) Bezwada to Masulipatam, 50 miles ; and (5) Kurnool Road Station to Kurnool Town, 32 miles : total 209 miles ; all on the 3' 3½" gauge.
13. The following surveys were sanctioned in 1901 and are still in progress :
- (a) *Bengal-Nagpur railway*.—Bankura-Calcutta chord, 96 miles ; and Gondia-Chanda with branch to Nagpur, 130 miles ;
- (b) *Burma railways*.—A line 120 miles long from Thazi to Taunggyi ; a line 114 miles long from Pegu to Martaban and Moulmein ; and a line 138 miles long from Pegu to Syriam and Dalla to Dedaye ;
- (c) *East Indian railway*.—Direct access to Agra city, 3 miles ;
- (d) *Great Indian Peninsula railway*.—A new entrance into Bombay from Sion station to Ballard pier, 9 miles, and a line 30 miles long from Warora to Chanda and on to Bellarpur ;
- (e) *North Western railway*.—A line from Quetta to Nushki, 100 miles ; and the Lower Sind Extension, 297 miles ; and
- (f) *Oudh and Rohilkhand railway*.—Lines (1) 17 miles long, from Balamau or Bhagauli to Roodaman ; (2) 15 miles long, from Hardoi to Sandee ; and (3) 21 miles long, from Gajraula to Chandpur.

Capital.

Capital outlay.
App. 7 & 11.

14. The total expenditure borne against Capital, both on railways open and railways under construction, to the close of the calendar year 1900 was Rs. 3,43,33,97,389, which was made up as follows :

	MILEAGE			CAPITAL OUTLAY Rs.
	Open.	Under construction.	Total	
Guaranteed railways	1,334'07	31'09	1,365'16	25,09,12,401
State lines worked by Companies	13,441'25	1118'18	14,559'43	1,97,00,87,374
State lines worked by the State . .	5,125'32	192'56	5,317'88	81,45,07,047
Assisted Companies	2,350'25	69'75	2,420'00	17,62,52,519
Native State lines	3,048'60	144'82	3,193'42	17,13,05,126
Lines in Foreign territory	73'61	...	73'61	1,76,34,352
TOTAL OPEN LINES AND LINES PARTLY OPEN	25,373'10	1,556'40	26,929'50	3,40,07,89,719
Railways wholly under construction	...	569'78	569'78	1,43,43,513
GRAND TOTAL OUTLAY ON RAIL- WAYS	25,373'10	2,126'18	27,499'28	3,41,51,33,232
Unclassified expenditure including surveys and collieries				1,82,64,157
GRAND TOTAL CAPITAL OUTLAY IN INDIA				3,43,33,97,389

Sterling capital
App. 8.

15. The total sterling capital raised by Companies and paid over to the Secretary of State up to the close of the calendar year 1901, and the amount subsequently

withdrawn for expenditure by Companies during and up to the close of the calendar year 1901 were as follows :

	Amount raised up to 31st December 1901.	Amount withdrawn in 1901.	Amount withdrawn up to 31st December 1901.
	£	£	£
Guaranteed railways	22,421,819	685,704	22,509,108
State lines leased to Companies	31,520,565	1,559,100	35,999,104
TOTAL	£53,942,384	2,244,813	58,508,212

16. The total budget allotment for the official year 1900-1901 was originally Rs. 7,30,84,000, but was subsequently increased to Rs. 8,30,75,000. For the official year 1901-02 it was Rs. 10,32,44,000, but this was afterwards reduced to Rs. 9,38,55,000, owing to short outlay in England against the amounts placed at the disposal of the Secretary of State and some of the Railway Companies' Boards for purchase of rolling-stock, stores, etc., on account of the withdrawal of skilled labour in England by recruitment for the forces in South Africa; and as intimation of the failure to spend the money allotted was not received until December, it was not possible to do much towards utilisation of the surplus by increasing the expenditure in India.

Budget allotments for capital expenditure.
App. 9.

17. The actual capital expenditure during the calendar year 1901 on railways, for the financing of which the State is responsible, amounted, however, for the cause stated, only to Rs. 8,30,00,000, the gross capital outlay on all railways in India during the same period being Rs. 10,10,41,000. This amount was spent in constructing 2,363 miles of railway, 576 of which were completed and opened for traffic during the year, and in providing additional rolling-stock and other facilities for carrying the growing traffic of the several railways.

Capital expenditure in 1901.
App. 10.

18. The increase to the rolling-stock (*vide* paragraph 54) amounted to 223 engines, 563 passenger vehicles and 4,605 wagons. The most marked development in the traffic began in 1893, and a reference to Appendix No. 33-A will show the quantity of rolling-stock on some of the railways at the close of that year as also the quantity at the close of 1901 when the traffic was the highest on record: it also shows the extent of the increase in the volume of the traffic during these years and the work done by the rolling-stock. The increase in the volume of traffic does not necessarily indicate an increase in the demands made upon the rolling-stock, since on some railways a large portion of the traffic comes on to them from foreign lines and consequently is carried in wagons belonging to such lines, and on others a large amount of the work done by wagons is performed away from the home line, as will be seen from Appendix No. 21. Speaking generally, railways have now sufficient stock for their immediate wants, and provision has been made for increases necessary to meet further developments of traffic, the quantity of rolling-stock under supply at the close of the year 1901 amounting (*vide* Appendix No. 33) to 451 engines, 1,259 passenger vehicles and 7,813 wagons.

19. For the official year 1902-03 provision has been made in the "Railway Programme," that is, for capital expenditure on railways for which the State finds the funds either by direct payment or by guarantee, as follows :

	Rs.
For expenditure on open lines	5,50,82,000
" " " lines under construction	3,64,76,000
" " " new lines only recently commenced	1,84,42,000
TOTAL	11,00,00,000

Capital.

20. In framing this "Programme," the principle which has been followed is that the amount required to meet the needs of open lines, so far as they can be foreseen, has been regarded as a first charge upon the money available for railway purposes, and every effort has been made to provide in full for all demands arising out of the development of existing traffic; next in order, provision has been made for the steady prosecution and early completion of lines in progress, preference under this head being given to Companies' lines over those under construction by the agency of the State; and, lastly, provision has been made for new projects which depend on the ability of the State to find money to complete them without financial embarrassment to the Government.

Capital expenditure on new lines, etc.

App. 10.

21. In Appendix No. 10 is presented the capital expenditure during the past ten years on each railway in India under the following heads :—

- (a) New lines in extension of, or now worked by, existing lines.
- (b) Rolling-stock.
- (c) Improvement of existing lines.

Summarised the figures are as follows :—

EXPENDITURE OF GOVT. ON PRIVATE COMPANIES' LINES AND NATIVE STATES' LINES, WHICH FALL OUTSIDE THE "RAILWAY PROGRAMME"										
YEAR	Rolling-stock	Improvement of existing lines	Subsidy	Total improvement of existing lines	Total capital expenditure	Total capital expenditure	Rolling-stock	Improvement of existing lines	Total improvement	New lines in extension of, or new works on, existing lines
1891		1,7	—	1,7						
1892		1,1	—	1,1						
1893					4,70					45
1894					5,0					
1895	62	1,3		3,36	5,39				15	
1896					8,0					67
1897	1,30	83	—	1,71	5,16					278
1898	2,1	1,70	14	4,02	6,00	2,37				275
	1,50	1,55	1,13	4,53	7,01	8,47			33	1,48
	1,71	1,68	—	1,30	1,1	1,77				1,35

It will be seen from the foregoing statement, that for many years the amount of money which was available for capital expenditure was so limited, that the larger portion of it had to be devoted to new lines if any progress was to be made in railway construction. But the needs of existing lines yearly grew more pressing, and to meet them, without at the same time retarding the construction of new lines, the "Railway Programme" has from time to time been increased, until it now stands, as has been shown in the previous paragraph, at 11 crores of rupees for the official year 1902-03, more than half of which has been appropriated to the improvement of existing lines.

**Capital outlay under
heads of account.
App. 11.**

22. The Capital outlay, under the several heads of expenditure on railways, both open and still under construction, up to the close of the calendar year 1901, is presented in Appendix 11.

Traffic and earnings.

23. The following statement shows the volume of the traffic carried and the earnings therefrom during the past five years:

YEAR	Open mileage	PASSENGER TRAFFIC				GOODS TRAFFIC					Total traffic earnings in thousands of rupees
		Number of passengers in thousands	Earnings in thousands of rupees	Average distance travelled in miles	Earnings in thousands of rupees	Goods in thousands of tons	Earnings in thousands of rupees	Average distance carried in miles	Electric telegraph in thousands of rupees	Steam-boat and sundries in thousands of rupees	
1897	1,111	150,541	7,00,111		1,111	13,000	15,880	111.9	8,11	77,01	25,00,11
1898	22,000	151,500	7,58,007	38.53	1,10,00	16,000	17,85,00	15.11		80,00	17,45,50
1899	23,500	161,700			1,10,00	16,000		151.90	8,70	80,00	20,11,05
1900	24,700	170,000	8,05,007		1,31,37	43,700		151.06			31,59,05
					1,40,71	41,000		151.00			30,05,70

24. The large increase in the number of passengers carried and the receipts therefrom is attributable partly to the return of the population to the tracts which were deserted during the famine of 1900, partly to the opening of new lines of railway, but chiefly to the natural development of the traffic. With few exceptions, and they are unimportant lines, every railway in India has contributed to the increase.

Passenger traffic.
 App. 13, 14 and 15.

25. The increase in the goods traffic, both in the quantity and in the earnings, is very satisfactory, though the traffic was not so well distributed as in the case of passengers. Railways running through the districts which were affected by famine in 1900, were expected to yield a smaller revenue, as the famine had either altogether ceased or the local conditions had improved, but the deficiency was more than made up by an increase of business on the other railways. Those railways, however, which show a diminution of business under goods in 1901 as compared with 1900, with few exceptions, show an improvement on normal years.

Goods traffic.
 App. 15, 16 and 17.

26. The improvement of both the passenger and goods traffic is all the more remarkable, since the comparison is made with a year (1900) in which there had been a large increase of traffic due to abnormal causes; and the great advance made in 1901 points to the steady development of railways and consequently of the country.

Passenger traffic.

27. Turning to the details of traffic, the following table shows the number of passengers of each class carried, the earnings therefrom, and the average rate charged each passenger:

Passenger traffic.
 App. 12, 13, 14 and 15.

YEAR.	NUMBER CARRIED IN THOUSANDS					EARNINGS IN THOUSANDS OF RUPEES					AVERAGE RATE CHARGED PER PASSENGER (INCLUDING SEASON AND VENDORS' TICKET HOLDERS) IN PILS.			
	ORDINARY PASSENGERS				Season and vendors' tickets	ORDINARY PASSENGERS				Season and vendors' tickets				
	1st.	2nd.	Inter.	3rd.		1st.	2nd.	Inter.	3rd.		1st.	2nd.	Inter.	3rd.
1897	485	2,242	4,005	1,32,315	10,777	29,27	41,01	40,56	6,30,80	6,59	12.38	4.87	3.10	2.27
1898	611	2,253	5,073	131,512	12,117	31,24	45.08	49,49	6,25,51	7,15	12.40	4.93	3.11	2.29
1899	526	2,352	5,213	140,301	13,288	31,52	48.07	57,08	6,70,81	8,01	12.59	5.32	3.07	2.30
1900	521	2,285	5,703	153,054	13,845	31,83	47.07	56.03	7,51,67	8,47	12.59	5.49	3.11	2.31
1901	532	2,405	6,670	170,416	14,726	32,78	52.43	61,30	8,48,25	9,32	12.75	5.49	3.09	2.31

28. There was an increase both in numbers and in earnings under all classes of passengers and, as stated in paragraph 24, it was distributed, with few unimportant exceptions, over all the railways in India. Speaking generally, the 1st and 2nd classes are supported by the European and Eurasian community; the intermediate and

Goods traffic.

third classes by the native community ; but, as mentioned last year, there is a tendency towards the use of the lower classes of carriages in preference to the higher. Consequently, while there has been an appreciable increase in the lower classes, the number of first class passengers has remained almost stationary. The principal increase both in numbers and amount is under third class passengers, over 16 million more passengers having been carried and the earnings having increased by over 96 lakhs of rupees. This traffic has been steadily growing and now amounts to the large number, excluding season ticket holders, of over 170 million passengers, yielding to railways a revenue of over 848 lakhs of rupees.

29. The total number of all classes carried amounted to 194½ millions, and the earnings therefrom, to 1,007 lakhs of rupees.

30. The number of season tickets issued, and the earnings therefrom, have been separately shown this year. The business has increased both as to numbers and earnings. These tickets are availed of almost exclusively in the neighbourhood of the Presidency towns, the number of passengers offering there making it possible for railways to provide a regular and frequent suburban train service.

*Goods traffic.***Goods traffic.**

App. 12, 13, 16 and 17

31. The following table shows the quantity of goods of each class carried and the earnings therefrom :

YEAR	QUANTITIES CARRIED IN THOUSANDS OF TONS					EARNINGS IN THOUSANDS OF RUPEES				
	General merchandise	Coal and coke to public and private industry	Military stores	Materials for construction	Other	Total amount	General merchandise	Coal and coke to public and private industry	Military stores	Revenue from other sources, not detailed.
1897								1,117	30	7 73 17,389
1898								1,747	1,11	51 78 1,88,02
1899	14,7	6,1	91	1,1	9,9	22,8	10,0	1,747	1,11	1,11 1,11 1,11
1900	8,1	6,31			43,3	57,7	1,00	1,11	1,11	1,11 1,11 1,11
1901	6,1	8,1		9,1	11,1	35,4	1,11	1,11	1,11	1,11 1,11 1,11

32. Following, as 1901 did, on a bad famine year, a large decrease might have been expected, but there was actually an increase on the whole business done of 403,000 tons in weight and of Rs. 86,45,000 in earnings. In general merchandise there was the expected decrease in quantity of 1,003,000 tons, but the earnings were higher by Rs 21,34,000, due chiefly to the improvement in the cotton and seeds traffic, though many other articles also contributed, and to the increased distance over which the traffic was carried, the average lead having increased from 151'90 to 159'99 miles.

Coal.

App. 16, 17, 28 and 29.

33. The coal traffic, which under the impetus of the increase in the prices for English coal, has so largely developed during the past four years, showed a further increase in 1901, the output from the collieries having increased from 6,118,692 tons to 6,657,573 tons and the exports having increased, to Indian ports excluding Burma from 1,030,709 tons to 1,157,892 tons, and to ports outside India including Burma from 711,874 tons to 845,953 tons. But the reduction in the price of English coal and the introduction of patent fuel point to the possibility of a check in this development. English coal has again entered into competition with Indian coal in some of the markets, Bombay especially, and the imports of English coal and patent fuel during the year have increased from 91,710 tons to 272,630 tons, and of coal from other countries, from 43,939 tons to 79,108 tons. The quantity of Indian coal consumed by railways increased from 1,867,185 tons to 1,965,530 tons

and there has been an increased demand for coal for private factories and for domestic consumption. Notwithstanding, therefore, the competition with imported fuel, the prospects of an increase in the coal trade are hopeful. As affecting the railways as carriers, the large quantity of coal carried by sea to places in India which can be reached by railway, amounting as it does to 1,157,892 tons, deserves attention.

34. The increase under " Military stores " is small, and is probably due to the Mahsud-Waziri blockade operations.
Military stores (App. 16 and 17).

35. Under " Railway material " there was an increase under " Locomotives " and " Carriages and trucks," due to the large quantity of rolling-stock recently sanctioned for railways, and a decrease under " Materials," owing to the inability of railways to work up to their sanctions, as was explained in paragraph 16.
Railway material (App. 18 and 19).

36. The traffic shows the fluctuations which follow on the cessation of famine conditions. The movement of fodder, food-grains, hides and skins, and cattle fell, while that of cotton and seeds increased. Principal commodities. App. 18 and 19.

The traffic in, and the earnings from, these articles compare as follows :

			Quantity in tons.	Earnings in rupees.
Fodder	1900		821,953	32,16,678
	1901		294,675	10,99,973
		Decrease . .	527,278	21,16,705
Grain and pulse . .	1900		10,299,071	6,43,62,693
	1901		8,095,976	5,13,97,501
		Decrease . .	2,203,095	1,29,65,192
Hides and skins . .	1900		315,950	39,07,150
	1901		174,729	17,76,789
		Decrease . .	141,221	21,30,361
Cattle	1900		75,705	10,16,093
	1901		50,730	7,01,607
		Decrease . .	24,975	3,14,486
Cotton, raw	1900		472,968	62,78,130
	1901		822,737	1,30,86,900
		Increase . .	349,769	68,08,770
Seeds, oil	1900		1,544,969	95,13,231
	1901		2,495,347	1,88,70,585
		Increase . .	950,378	93,57,354

The other noticeable items are, Indian manufactured cotton (Indian twist and yarn and Indian piece goods), drugs, raw jute, kerosine oil, and sugar, the traffic in which was as follows :

		Quantity in tons.	Earnings in rupees.
Indian cotton, manu- factured.	1900	214,877	29,91,781
	1901	270,765	39,46,401
	Increase	55,888	9,54,620

Train, vehicle and ton-mileage.

				Quantity in tons.	Earnings in rupees.
Drugs	{	1900		59,475	7,92,634
		1901		79,371	10,36,269
		Increase		19,896	2,45,635
Jute, raw	{	1900		693,531	46,81,481
		1901		1,147,115	51,85,477
		Increase		453,584	5,03,996
Kerosine oil	{	1900		387,937	28,04,792
		1901		441,561	31,05,735
		Increase		53,624	3,00,943
Sugar, refined	{	1900		261,518	27,70,224
		1901		324,381	35,40,148
		Increase		62,871	7,69,924
Sugar, unrefined	{	1900		857,469	56,20,602
		1901		1,159,102	77,89,516
		Increase		301,633	21,68,914

Train, vehicle and ton-mileage.

Train, vehicle &
ton-mileage.
App. 20 and 21.

37. The following table shows the train, vehicle and ton-mileage travelled by coaching and goods traffic :

YEAR	TRAIN-MILEAGE.* (OMITTING COCH.)				VEHICLE-MILEAGE* (OMITTING COCH.)			TON-MILEAGE* (OMITTING COCH.)		
	Coaching.	Goods.	Mixed.	Total including miscellaneous train-mileage	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.
1897	16,401	24,215	26	60,491	547,948	1,003,342	1,551,290	6,447,335	12,797,732	19,241,067
1898	17,620	28,077	25,441	71,520	551,341	1,102,343	1,653,691	6,468,321	14,604,953	21,073,274
1899	17,039	30,612	26,879	77,207	571,110	1,213,610	1,784,722	6,800,273	15,900,787	22,710,060
1900	18,114	34,252	26,827	84,193	612,017	1,323,001	1,935,018	7,326,297	17,231,511	24,557,808
1901	19,701	34,771	31,561	88,205	685,299	1,311,304	1,996,603	8,147,410	17,956,732	26,106,201

* Excludes all 2 6" and 2 10" gauge lines, except Raipur-Dhamtari and Cooh-Bihar railways.

38. The increase under all heads is explained by the increase in traffic already referred to. But while the number of passengers increased in 1901 over 1900 by 20.46 per cent., the earnings therefrom increased by 12.52, and the train-mileage by only 8.76 per cent., bearing out what was said last year that it is the long distance traffic which is increasing

In the case of goods traffic, the tonnage increased in 1901 over 1900 by 0.92 per cent., the train-mileage 0.06 per cent., and the earnings by 4.24 per cent. The disproportionate increase of earnings was due chiefly to the improvement in the higher freight-earning traffic in cotton.

Working expenses.

39. The earnings per mile worked and per train-mile increased correspondingly and were as follows :

Earnings per mile open and per train-mile.
App. 12, 23 and 23.

YEAR.	PER MILE WORKED.			PER TRAIN-MILE.
	Gross earnings, excluding steam-boat, in rupees.			
	Coaching.	Goods.	Total, including "other earnings", except steam-boat.	Gross earnings, excluding steam- boat, in rupees.
1897 .	4,316	7,739	12,402	3'66
1898 .	4,046	8,328	12,721	3'82
1899 .	4,038	8,420	12,806	3'79
1900 .	4,254	8,459	13,025	3'73
1901 .	4,517	8,415	13,253	3'80

Working expenses.

40. The working expenditure on all railways taken collectively is shown in the following table :

Working expenses.
App 12, 24, 25
26 and 27.

Year.	Working expenses in thousand of rupees.	Proportion in percent of working expenses to gross earnings.	Working expenses, excluding steam-boat, per mile worked in rupees.	Working expenses, excluding steam-boat, per train-mile in rupees.
1897 .	12,47,73	48'74	6,027	1'78
1898 .	13,01,00	47'42	6,018	1'81
1899 .	13,96,22	47'47	6,067	1'80
1900 .	15,12,01	47'88	6,217	1'78
1901 .	15,75,64	46'81	6,190	1'77

41. The increase in the total working expenses was a natural consequence of the large increase in the traffic carried. That it was not abnormal will be seen from the fall in the working expenses per mile worked and per train-mile and in the proportion which the working expenses bear to the gross earnings. Where the proportion of working expenses to gross earnings averages for all railways below 47 per cent., the management cannot be regarded as unsatisfactory, especially when the expenditure under the head of flood damages (paragraph 63), to which the younger railways in India are particularly liable, is considered.

42. A factor which largely contributed during past years to increase the working expenses was the price of materials. There was a marked improvement in this respect during the year under review, the prices comparing with previous years as shown in the following statement :

Year.	IRON.								STEEL.					
	R.R.		P.R.		PLATE.		SHEET.		MILD BAR.		RAIL.			
	Highest.	Lowest	Highest.	Lowest	Highest.	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.		
	Tons.	Tons	Tons.	tons.	tons	Tons	Tons.	Tons.	Tons.	Tons.	tons.	Tons.		
1897 .	8 7 6	6 7 6	2 11 0	2 8 1	6 10 0	6 10 0	8 10 0	7 10 0	7 0 0	5 9 1	4 17 6	4 5 0		
1898 .	8 5 0	6 10 0	2 12 6	2 12 0	9 0 0	6 11 3	10 0 0	7 7 6	7 7 0	5 7 6	5 5 0	4 7 6		
1899 .	10 10 0	8 0 0	3 19 0	3 16 0	11 0 0	9 0 0	11 0 0	9 10 0	10 5 0	6 15 0	7 3 6	4 12 0		
1900 .	10 15 0	10 10 0	3 16 0	3 16 0	12 0 0	11 10 0	12 17 6	11 4 0	12 5 0	7 17 6	7 20 0	6 0 0		
1901 .	9 10 0	7 2 6	3 7 6	3 6 6	9 10 6	7 12 6	9 5 0	7 12 6	9 0 0	5 9 6	7 2 6	5 5 0		
Difference between 1900 and 1901.	-1 5 0	-3 7 6	-0 9 0	-0 10 0	-2 9 6	-3 17 6	-3 12 6	-3 11 6	-3 5 0	-2 8 0	-0 7 6	-0 14 6		
Decrease per cent.	11'6	32'1	11'7	12'1	20'5	20'7	28'1	34'9	25'5	30'5	5'9	28'1		

Working expenses.

Coal.
App. 28 and 29.

43. The coal used by railways is now almost entirely raised in India. Foreign coal is still used on some of the railways, and the recent reduction in the price of English coal may lead to an increase in the quantity taken, but the Indian coal has now fairly established itself, as will be seen from the following statement :

Year.	Foreign coal consumed by railways.	Indian coal consumed by railways.
	Tons.	Tons.
1897 .	55,617	1,328,120
1898 .	38,902	1,423,463
1899 .	83,755	1,561,821
1900 .	56,444	1,867,185
1901 .	13,095	1,065,530

Collieries owned by railways or the State.
App. 30

44. The East Indian and the North Western railways have collieries of their own. Those of the North Western railway do not produce much coal, but the East Indian railway obtain all their coal from their own colliery, and it is due to this fortunate circumstance that their coal costs them so little and that they are able to keep their working expenses at so low a percentage of their gross earnings.

In the case of most of the other railways, the coal-fields from which their coal is drawn, are a great distance off. The cost of the coal by the time it reaches them is consequently very great, and it is necessary to bear this in mind when comparing the cost of working one railway with another.

Working expenses by departments.
App. 24, 25, 26 and 27.

45. The working expenses in the different departments of the railways treated as one system are shown in the following table. (The totals are shown in paragraph 40) :

YEAR.	ENGINEERING.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC.			GENERAL.		
	Per cent on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile of .	Per train-mile.	Per cent on gross earnings.	Per mile open.	Per train-mile.	Per cent on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile open.	Per train-mile.
		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
1897 .	12.16	1.535	0.47	15.83	1.410	0.58	4.40	541	0.17	8.23	0.08	0.30	5.20	631	0.19
1898 .	11.44	1.424	0.44	15.66	1.050	0.60	4.20	600	0.10	8.05	1.003	0.31	4.98	620	0.19
1899 .	11.06	1.457	0.44	16.04	1.000	0.61	4.50	570	0.17	7.80	0.86	0.30	4.85	606	0.18
1900 .	11.46	1.413	0.41	16.60	2.129	0.63	4.30	561	0.16	7.96	1.014	0.30	4.67	596	0.18
1901 .	10.50	1.405	0.40	16.63	2.200	0.63	4.52	600	0.17	7.80	1.046	0.30	4.70	623	0.18

46. These results are not unsatisfactory. The results for individual railways, as presented in Appendices 24, 25, 26 and 27, and in Appendices 31 and 32, which show the proportion of freight to the dead weight moved and the capacity hauled, seem, however, to require consideration, though any comparison between different railways must necessarily be made with great caution, as the conditions on no two railways are quite the same, and a judgment of results by averages would be equally misleading, as the same conditions do not obtain throughout the year.

Summary.**Net earnings.**

47. Turning now to the net earnings, the following table shows what the net earnings were, and what return they would have yielded on the capital expenditure if all the railways in India were treated as one undertaking:

Net earnings.
App. 12 and 13.

Year	Net earnings in thousands of rupees.	Percentage of net earnings on capital outlay	NET EARNINGS, EXCLUDING STEAM-BOAT, IN RUPEES.	
			Per mile worked	Per train-mile.
1897	13,12,38	4.65	6,375	1.88
1898	14,43,60	4.93	6,703	2.01
1899	15,45,03	5.00	6,739	1.99
1900	16,46,74	4.99	6,808	1.95
1901	17,90,15	5.26	7,063	2.03

48. But while some railways are now productive, others are still worked at a loss to the State. Taken as a whole, however, the working of the year 1901 resulted, as was shown in paragraph 2, in a net gain to the State of Rs. 1,15,41,198.

Gain or loss to
State.
App. 7.

49. Recapitulated, the results show an increase in 1901 over 1900 in—

Mileage open of	.	.	.	.	.	2.48 per cent
Coaching traffic—						
Passengers, number of—	.	.	.	.	10.16	„
Train-mileage	.	.	.	.	8.76	„
Gross earnings from passengers	.	.	.	.	12.52	„
Goods traffic—						
Tonnage	.	.	.	.	0.92	„
Train-mileage	.	.	.	.	0.06	„
Gross earnings	.	.	.	.	4.24	„
Working expenses	.	.	.	.	4.15	„
Net earnings	.	.	.	.	8.70	„

Summary.

50. Summarised, the general results of working Indian railways during the five years 1897-1901 were as follows:

General results.
App. 7 and 12.

Year.	Mileage open on 31st December.	Gross earnings (Omitting taxes)	Working expenses, (Omitting taxes)	Net earnings (Omitting taxes)	PER CENT OF NET EARNINGS ON CAPI- TAL			PER MILE WORKED (IN RUPEES)			PER TRAIN-MILE (IN RUPEES)			Gain or loss to State. (Omitting taxes)
					Per cent of net earnings on capi- tal	Per cent of gross earnings	Per cent of net earnings	Gross earn- ings.	Work- ing expen- ses.	Net earn- ings	Gross earn- ings.	Working expenses	Net earn- ings.	
1897	21,123	25,60,11	12,47,73	13,12,38	4.65	48.74	12,402	6,027	6,375	1.60	1.78	1.84	-2,10,25	
1898	22,048	27,45,50	13,01,10	14,43,60	4.93	47.42	12,721	6,018	6,703	3.82	1.81	2.01	-1,11,63	
1899	23,528	29,41,25	13,67,22	15,45,03	5.00	47.47	12,806	6,007	6,739	3.79	1.80	1.99	-46,01	
1900	24,700	31,59,65	15,12,91	16,46,74	4.99	47.88	13,025	6,217	6,808	3.73	1.78	1.95	+8,72	
1901	25,373	33,05,79	15,75,14	17,90,15	5.26	46.81	13,251	6,190	7,063	3.80	1.77	2.03	+1,15,41	

51. The Indian railway system having for two years in succession been worked at a profit to the State, it may now be regarded as having ceased to be a burden to the general revenues of the country; and the net receipts from railways may be expected in future to be one of the most certain and increasing sources of State revenue.

PART II.

MISCELLANEOUS.

Chief events of the year.

52. The chief events of the year 1901 are recorded below :

As representations continued to be made to the Government of India that the inconvenience and hardships experienced by the lower class passengers on account of the absence of latrine accommodation in carriages had in no way abated, all railways in India were invited to take steps for the provision of such accommodation—

- (a) as early as possible in all intermediate and third class carriages running on mail and fast passenger trains, that is, trains which are not timed to stop at every station; and
- (b) as opportunity arises in all other carriages of these classes except those intended for use on suburban trains running for distances of less than 50 miles.

A long standing dispute between the Oudh and Rohilkhand and Bengal and North-Western railways in connection with the carriage of, and rates for, traffic conveyed over the 3' 3 $\frac{3}{4}$ " gauge link between Burhwal and Cawnpore was settled by power being given to the Bengal and North-Western Railway Company to quote rates over the link, the through rate being divided between the two railways in mileage proportion.

The dispute between the Great Indian Peninsula, the Southern Mahratta and the West of India Portuguese railways, as to the routing of traffic between Bombay and Southern Mahratta railway stations, was settled by a territorial division of the traffic.

The Cherra-Companyganj State railway (Assam) was finally closed on the 15th October 1901, as since the earthquake it had ceased to earn working expenses and the volume of the traffic offering was insufficient to justify its being kept open.

A meeting was held, on the 2nd July and the two succeeding days, of the mercantile and railway bodies interested in certain questions connected with (i) the entrance of the Bengal-Nágpur railway into Jherriah; (ii) the relief of congestion of traffic on the lower section of the East Indian railway; and (iii) the provision of an independent access to Calcutta from the United Provinces of Agra and Oudh, so as to give to the Committee appointed to investigate and advise the Government of India on these questions, an opportunity of hearing the views of those concerned. The Committee recommended that—

- (i) the Bengal-Nágpur railway should be allowed free entrance into the Jherriah coal-field;
- (ii) additional lines were not necessary for the relief of the congestion on the East Indian railway which was due to other causes; and
- (iii) a line should be constructed from Gya to connect with the Bengal-Nágpur railway so as to afford an alternative route to Calcutta from Northern India.

Owing to the difficulty experienced by the India Office in obtaining reasonably early delivery of locomotives ordered in England for Indian railways, the Secretary of State requested that a General Conference of Locomotive Superintendents of both State and Company lines should be summoned for the purpose of considering the question of, and making recommendations for, the standardization of locomotives of all gauges of Indian railways. Mr F. Wolley-Dod of the retired list, Public Works Department, was appointed President of the Conference which was held at Calcutta on the 9th December and the four succeeding days, and recommended—

- (i) That under Indian conditions a fixed scale of standard dimensions and standard weights and of loads and working stresses is essential and should be prescribed by Government for each gauge of railway;

- (ii) That a higher standard of loads than is at present allowed should, as soon as possible, be settled and accepted by Government for adoption as a maximum;
- (iii) That until this new standard is decided on, Government should be asked to permit present standards to be exceeded, each case being decided on its merits;
- (iv) That with regard to the standardization of locomotives, the English makers, who have represented their difficulties under the system now in force and have suggested a standardization for current use, should be invited to prepare in collaboration, a series of standard designs which they consider calculated to meet their views, and to ensure a more rapid rate of delivery and a decreased cost—the series to comprise engines of certain mentioned types, the designs being prepared so that, as far as may be possible, corresponding parts of the various classes may be interchangeable; and
- (v) That in order to maintain the standards eventually arrived at, the existing Committee of Locomotive and Carriage Superintendents for India should be recognized by Government and the Railway Companies as the tribunal for maintaining or relaxing the standards from time to time.

On the 26th November, the Government of India issued orders convening a Conference at Delhi, between the officers who will have charge of the arrangements for the Proclamation Ceremony of His Majesty King Edward VII and those controlling the railways working into Delhi, to provide facilities for dealing with the expected traffic.

During the year a direct service of steamers for the carriage of tea and jute was established between Chittagong and London in connection with the Assam-Bengal railway. The first steamer left the port on the 4th August and the experiment promises to prove successful.

The running of bogie carriages has been introduced on the Eastern section of the Eastern Bengal State railway, and the Darjeeling mail is now run from Calcutta to Danakdia entirely with bogie carriages.

Mr. T. Robertson, C.V.O., who had been appointed by His Majesty's Secretary of State to investigate the working of railways, arrived in India on the 19th October 1901, and made an extensive tour through the country visiting all the railways.

On the 1st January, the working of the Northern section of the East Coast railway, from the north distant signal of Waltam station to Barang, near Cuttack, a length of 319·51 miles, was transferred to the Bengal-Nagpur railway, the Southern section, from Washermenpet to Viragapatam, 407·22 miles, being made over to the Madras railway to work.

On the 1st January, the maintenance of the 5' 6" gauge portion of the Rajputana-Malwa railway from Ferozpoore to Bhátinda was taken over by the North Western State railway from the Bombay, Baroda and Central India railway.

On the 18th January, an Indenture was executed for the construction of the Calicut-Azhikal extension of the Madras railway.

By an Indenture of the 1st February the arrangements for working the Rajputana-Malwa and other connected railways by the Bombay, Baroda and Central India Railway Company were revised, the contract being extended up to the 31st December 1905.

By an Indenture of the 5th February the arrangements for the working of the Lucknow-Bareilly State railway by the Rohilkund and Kumaon Railway Company were revised, the contract being extended up to the 31st December 1907.

On the 27th March, Indentures were executed for the construction of a railway from Laksam *via* Noakhali to Ichakhali (Bengal) which on completion will be worked by the Assam-Bengal Railway Company.

On the 1st November, a contract was executed for the construction and working of a branch railway from Walajah Road (Arcot) to Ranipet by the Madras Railway Company.

The contract for the construction of the Kalka-Simla railway was modified during the year in some particulars, the most notable being that 2' 6" has been adopted for the gauge instead of 2' 0".

Important works completed.

Important works completed.

Important works completed.

53. The following works of importance were completed during the year 1901 :

- (a) *Bengal and North-Western railway*.—The Barundhi bridge (8 spans of 80-foot girders), which was passed for traffic on the 25th February 1901; the Chota Kosi bridge (7 spans of 80-foot girders) and the Boro bridge (3 spans of 60-foot girders), which were opened on the 26th June 1901;
- (b) *Bengal-Nagpur railway*.—The bridge over the Cossye river (16 spans of 100-foot girders), which was opened on the 8th June 1901;
- (c) *Bombay, Baroda and Central India railway*.—The doubling of the line up to Baroda, the second line being opened throughout on the 21st April 1902;
- (d) *Burma railways*.—The Gokteik viaduct (10 spans of 120 feet, 5 spans of 60 feet and 2 spans of 55 feet), which was opened on the 1st June 1901;
- (e) *Eastern Bengal State railway*.—The Teesta bridge (13 spans of 150-foot girders) and approaches on the Northern section, which were opened on the 1st April 1901; the conversion of the line from Teesta to Moghalhat, 12½ miles, from 2' 6" to 3' 3¾" gauge, which was opened on the same date; the Dharlla bridge at Moghalhat (10 spans of 150-foot girders), which was passed for traffic on the 19th December 1901;
- (f) *East Indian railway*.—The doubling of the track between Sitarampur and Barakar, the second line being opened on the 6th March 1901; the doubling of the track between Shahdara and Delhi, 8.60 miles, the second line being opened on the 20th February 1902;
- (g) *Great Indian Peninsula railway*.—The Girna bridge (9 spans of 170' 8" girders), which was opened on the 16th May 1901;
- (h) *Jodhpur-Bikaner railway*.—The conversion of the Hyderabad-Shadipalli railway from the 5' 6" gauge to the 3' 3¾" gauge;
- (i) *Madras railway*.—The doubling of the track between Washermenpet and Veyasarpady, 1.50 miles, the second line being opened on the 14th September 1901; and
- (j) *Oudh and Rohilkhand railway*.—The permanent bridge (11 spans of 200-foot girders) over the Ganges at Garhmukhtesar with approaches, which was opened on the 11th April 1901.

Rolling-stock.

Rolling-stock.
App. 33, 33A. and 34

54. It was stated in the report for 1900 that the development of railways had been much hampered for want of rolling-stock, but that large allotments of funds had been made to correct this defect. During 1900, 155 engines, 539 passenger carriages, and 3,392 wagons were added to the stock of the 5' 6" and 3' 3¾" gauge railways. In 1901 a further addition was made of 223 engines, 563 passenger carriages and 4,695 wagons.

55. The total outlay on rolling-stock for 5' 6" and 3' 3¾" gauge railways amounted at the close of 1901 to Rs. 45,15,32,000, or at the rate of Rs. 18,215 per mile open, as will be seen from Appendix No. 33. The additions to the supply of rolling-stock which have been made in recent years, have brought the requirements of all the railways more or less up to date. The additions under supply to meet further developments of traffic are shown at the foot of the same appendix, and amount to 451 engines, 1,259 passenger vehicles and 7,813 wagons.

56. The work done by the rolling-stock is shown in Appendix 33-A. The conditions are so different on each railway that no fair deductions can be drawn from the results of a whole year's working; and an examination of this question by averages would be most misleading. On some railways the work is fairly distributed throughout the year, on others the greater part of the traffic is forced into 2 or 3 months of the year; and although the figures presented appear to show that the best use has not

been made of the available stock and that some railways have more than they need, no accurate conclusions can be drawn without some knowledge of the local conditions on each railway. Better and more trustworthy results could be obtained from statistics of work done during the busiest month in the year, and it is under consideration whether such statistics should not be compiled in future.

57. During the year 1901, 208 engines and 628 vehicles were fitted with automatic brakes, making the number so fitted at the close of the same year 1,777 engines and 9,298 vehicles, as against 2,243 engines and 80,021 vehicles not yet fitted. The use of automatic brakes is at present confined to railways with fast passenger trains or running over country with steep gradients. Automatic brakes.
App. 25.

58. During the year 1901, 1,091 vehicles were fitted with Pintsch's gas, making the total number so fitted at the close of the year 6,577, as compared with 4,437 unfitted on the railways which light their trains by gas. Carriages lighted
by gas.
App. 36.

59. By degrees all vehicles are being fitted with screw couplings at one if not at both ends. Couplings.

60. During the year under review, 112 stations were fitted with apparatus for interlocking points and signals, but progress in the introduction of automatic instruments for signalling trains between stations was small, only 27 stations having been provided with these instruments. Interlocking and
block working.
App. 37.

Accidents.

61. The accidents which occurred during the year 1901 compare as follows with those which occurred during the preceding four years : Accidents.
App. 38.

YEAR.	PASSENGERS						SERVANTS						OTHER PERSONS										Total all classes	
	From accidents to trains, rolling- stock, perma- nent- way, etc.		By acci- dents from other causes, including accidents from their own want of caution or mis- conduct		Total		From accidents to trains, rolling- stock, perma- nent way, etc.		By acci- dents from other causes, including accidents from their own want of caution or mis- conduct.		Total		While passing over railways at level cross- ings		Tram- passengers		Sundries		Miscel- laneous, not in- cluded in preced- ing column.		Total.			
	Killed	In- jured.	Killed	Injured	Killed	In- jured.	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured		
1897	22	126	57	210	79	336	17	17	212	33	33	245	25	10	520	163	162	0	15	4	230	109	1,031	904
1898	6	60	63	188	69	254	25	6	174	300	325	325	30	0	155	172	48	5	11	15	553	174	819	799
1899	7	86	60	191	67	258	20	92	122	170	292	431	21	10	435	143	103	6	25	21	594	184	863	896
1900	14	85	83	258	97	355	21	84	236	194	430	630	12	17	478	236	163	8	17	35	611	211	1,205	1,106
1901	3	47	91	231	94	325	11	63	201	175	376	576	41	17	542	170	120	0	13	18	745	214	1,114	970

62. The following were the principal accidents :

Train accidents.

On the 28th August, No. 15 up Assam mail train collided with a down ballast train at Teesta Junction station on the Kaunia-Dharila section, owing to the former train having been allowed to enter whilst the latter was being shunted into a siding. One passenger and six railway servants were injured, and the rolling-stock was damaged.

On the 29th December, No. 15 up mail train collided with a down special goods train at Rungpore station on the Northern section, owing to the points having been wrongly set. Four passengers and three railway servants were injured and the rolling-stock and permanent-way damaged.

Accidents.

On the 24th January, a collision occurred between Nos. 76 and 110 down goods trains at Bally Khal block hut, owing to the driver of the former train having entered against signals. The rolling-stock and permanent-way were damaged.

East Indian railway.

On the 27th January, the rear portion of a goods train consisting of 20 vehicles and a brake van, which were uncoupled for the purpose of detaching 10 trucks from the train, ran back from Karmatar station into the Kasectar catch siding, and, running through the buffer stop at the end of the siding, was completely wrecked. One railway servant was slightly injured.

On the 19th March, 18 wagons parted from the engine while being backed to the Lilloah workshops, owing to one of the side chains breaking, and, running into the carriage and wagon shop siding, collided with and set in motion wagons being repaired there, killing one railway servant and injuring another.

On the 24th March, a door of a third class carriage attached to an up passenger train caught fire between Mankur and Paraj stations, due, it is believed, to lighted ashes having been allowed to drop between the outer and inner casings. Seven passengers, becoming alarmed, jumped out of the same and adjoining compartments with the result that one was killed and six were injured.

On the 26th March, a fire broke out in four low-sided trucks loaded with grass attached to a special ballast train near Taljhari station. Sixteen coolies, two of whom subsequently died, jumped out of the train before it was stopped and were seriously injured.

On the 7th May, the engine trailing wheels, tender and 13 following vehicles of No. 5 up passenger train were derailed at mile 169½, between Karmatar and Madhupur stations, owing to the permanent-way having been maliciously tampered with. One passenger was slightly injured and the rolling-stock and permanent-way were damaged.

On the 12th June, a collision occurred at mile 226½ between No. 2 down Punjab mail train and a loaded goods wagon, which had been blown out by a heavy storm of wind from the goods shed siding at Jhajha station. The wagon was derailed and badly damaged. The mail train was uninjured.

On the 28th July, a collision occurred between No. 50 down goods and No. 54 van goods trains, between Jhunjhak and Jaura stations, owing to the guard of the former having stopped his train to shoot and the latter following on without the prescribed interval. One railway servant was seriously injured, and the rolling-stock considerably damaged.

On the 27th November, No. 4 down Bombay mail train was derailed at mile 181½, near Niwar station, owing to a broken rail. One railway servant was injured and the rolling-stock and permanent-way were damaged.

On the 4th June, a fire broke out at the Patel carriage workshops, Bombay, totally destroying 27 vehicles and scorching several others badly. The origin of the fire is unknown.

Great Indian Peninsula railway

On the 1st January, a collision occurred between a down passenger train and some loaded goods wagons standing on the loop line at Banmor station, owing to the driver not having his train under proper control. Two passengers were injured and the rolling-stock was considerably damaged.

Indian Midland railway.

On the 31st January, a collision occurred between Nos. 63-E and 8 goods trains at Tiruvallam station. Seven passengers and one railway servant were slightly injured and the rolling-stock was considerably damaged.

Madras railway.

On the 11th April, a collision occurred between Nos. 37 mixed and 130 express goods trains at the north distant signal at Mamanduru station, owing to line clear having been given to the latter when the line was already occupied. One passenger and five railway servants were injured, and the rolling-stock was considerably damaged.

On the 15th August, a collision occurred between a local train and the rear brake-van of a mixed train which was standing at the up platform of Perambur station. Four passengers were slightly injured.

On the 25th March, a collision occurred between No. 52 down goods train and a heavy stone train at Shadara station, owing to the latter having entered the station against signals. Five passengers were injured, and two railway servants were killed and four injured. The rolling-stock and permanent-way were also considerably damaged.

On the 2nd January, a collision occurred between Nos. 66 down goods and 9 up mixed trains at Malhaur station, owing to the former having entered against signals. Nine passengers were slightly injured and the rolling-stock was damaged.

On the 23rd March, a collision occurred between an up and a down special goods train at Gajraula station, owing to line clear having been wrongly given. Two railway servants were injured and the rolling-stock was considerably damaged.

On the 14th September, a goods special train parted, owing to the failure of the head stock of a covered goods wagon, resulting in the rear portion of the train running back on a down gradient through Panapakam station and colliding with No. 81 mixed train from Cheundragiri. One railway servant was killed, and four passengers and eight railway servants were injured. The rolling-stock was considerably damaged.

Flood damages.

63. The principal damages caused by floods were the following :

On the 26th June, the line between Shaistaganj and Itakhola was breached and washed away in several places, causing detention to traffic.

Assam-Bengal railway

On the 10th September, the line between Lumding and Dimapur was breached in several places, and the through train service from Lumding suspended until the 25th idem.

Owing to exceptionally heavy rainfall during the month of September, several portions of the line between Lakhminia and Kataraah were washed away and through passenger traffic was interrupted for two days. Owing to the same cause, the embankment, a mile east of Mansi station, was breached on the 9th September for a length of 250 feet. The line was restored on the 16th idem, when traffic was resumed.

On the 5th July, at mile 437, near Kulunga station, a single arch bridge of 12-foot span, was completely carried away by floods. The cause of the breach was a local rainfall of about 8 inches in two hours. Traffic working was interrupted for four days.

Bengal-Nagpur railway.

On the 17th September, the ballast and low embankment between miles 394-16 and 395-2 were washed away by floods in the Tanbo Choung. Communication was restored on the following day.

Burma railways

On the 21st September, the line was breached at mile 408-9 A, for a length of 90 feet. Through communication was restored on the 23rd idem.

On the 29th September, the line was breached at several places between miles 303 and 308, necessitating transshipment till the 1st October, when through communication was restored.

On the 4th October, 100 feet of the south approach of the bridge at mile 250-9 were washed away by a heavy flood in the Sinte river. The break was crossed by transshipment from the 4th to the 12th October, when through communication was restored. Further breaches occurred at the same place on the 13th and 22nd, and trains could not pass for two days on the first, and for three days on the latter, occasion.

On the 16th October, an overflow of the Samon river undermined the bridge at mile 330-18 and destroyed both abutments, necessitating transshipment. Traffic was resumed on the 20th.

On the 26th June, an overflow of the Kosi river breached the Ancharaghat line in two places, flooding the road from mile 266-7. Passengers were transhipped in ferry boats until the 10th July, when traffic working was resumed. The line was again breached on the 8th August in three places and Ancharaghat abandoned. Through communication was restored on the 17th September.

Eastern Bengal State railway.

Flood damages.

On the 10th September, an 18-inch open top culvert was destroyed by a flood at mile 115-8, near Nandina, on the Mynensingh-Jamalpur-Jagannathganj railway. The culvert was filled up and traffic working resumed.

On the 14th August, owing to heavy rain, the down road subsided at mile 93½, for a length of 100 feet, necessitating single line working between Ghoti and Padali on the Thull ghat until the 17th, when the road was restored.

On the 17th October, the engine and one ghat brake of No. 8 up goods train ran into a large quantity of rock, estimated at about 100 tons which had slipped on to the line, and were derailed at mile 72-30 on the Bhoreghat, fouling both down and up roads and necessitating the transshipment of passengers. The line was cleared on the following day.

On the 9th September, owing to exceptionally heavy floods in the Damoodur and Amta rivers, the line between Amta and Islampur was rendered unsafe for traffic; in consequence, all trains had to be terminated at and started from Islampur, and the train service was interrupted for seven days till the water subsided.

From the 7th to the 9th September, owing to floods, all trains had to be terminated at and started from Moshat station. Through communication was restored on the 10th idem.

On the 13th August, owing to an exceptionally heavy rainfall, a landslip occurred at mile 166-4, near Mundra, on the Bina-Katni branch, completely blocking the line for about 100 feet. The break was crossed by transshipment from the 13th to 15th, when communication was restored.

On the 14th January, a bad landslip occurred at miles 11-1 and 11-2, necessitating transshipment. The line was cleared on the 18th January.

On the 5th May, the line between 417 and 419 miles was breached in several places. Through communication was restored on the morning of the 7th.

Owing to exceptionally heavy rainfall during the early part of May throughout the Upper Kabul River Valley, an overflow of the Kabul river undermined the foundations of one of the piers of the bridge at mile 1,092, consisting of 4 spans of 40-foot girders, carrying away two piers. A diversion was made and traffic working resumed on the 11th idem. Owing to the same cause, the Peshawar-Jamrud section was breached in two places and the causeways at the Bassai and Jam nullahs were undermined and destroyed.

On the 12th August, a landslip occurred at mile 473-11, Pishin section, when a large quantity of boulders and earth, estimated at about 30,000 cubic feet, fell on to the line. Considerable damage was done to the permanent-way. Through communication was restored on the 12th idem.

On the 22nd August, an overflow of the Jumna river considerably damaged the line between Sarsawa and Jagadhai, destroying the Nala bridge, 1 span of 50 feet, at mile 1,050. Traffic was resumed on the 2nd September.

On the 20th August, owing to heavy rain, the Kotdwara branch was breached in eight places, necessitating transshipment until the 22nd August, when traffic working was resumed. The total extent of breaches on the line was as follows:—at miles 9-7—9-9, three breaches aggregating 300 feet; at miles 10-9—10-10, a breach of 175 feet; at miles 10-14—14-17, 605 feet; at miles 11-1—11-2, 125 feet; at miles 11-7—11-9, 330 feet; and at miles 12-2—12-6, 725 feet.

Owing to heavy rain from the 21st to the 24th August, the Hardwar-Dehra line was considerably damaged through landslips and washaways, causing interruption to traffic.

On the 10th December, owing to heavy rain, several portions of the Arkonam branch were washed away, and traffic working was interrupted till the morning of the 12th idem, when through communication was restored.

Railway staff.

On the 21st February, a breach took place at mile 272.16, between Mandya and Southern Mahratta rail- Yeliyur stations, the bank behind the south abutment way. of the temporary bridge, for nearly 27 feet, being washed away. Through communication was restored the following morning.

On the 2nd May, the line was breached by floods at miles 234.10 and 234.20, between Bidadi and Closepet stations. Communication was restored the following day.

Railway staff.

64. The following table shows the number of servants employed of the different races, European, Eurasian and Native :

Railway staff.
App. 39.

Year.	Europeans.	Eurasians.	Natives.	Total.
1897 .	4,793	6,903	284,800	296,495
1898 .	4,007	6,936	295,700	308,643
1899 .	5,292	7,393	329,089	341,774
1900 .	5,229	7,304	337,303	349,976
1901 .	5,481	8,182	356,766	370,429

65. Of the Europeans and Eurasians, the following number were enrolled as Volunteers.

Volunteer force.
App. 40.

Year.	Sergeant Instructors furnished by the Army	ENROLLED STRENGTH OF VOLUNTEERS.					Total No. of European and Eurasian employees on railways.
		LEADERSHIP.			Non-Indian clerk.	Total number of employees enrolled as Volunteers.	
		Officers.	Non-commissioned Officers.	Volunteers.			
1897	113	398	1,330	1,000	200	12,030*	11,695
1898	116	375	1,392	9,498	270	11,505	11,903
1899	123	395	1,460	9,050	150	11,065*	12,685
1900	122	389	1,400	10,000	175	12,038*	12,503
1901	120	393	1,345	9,638	300	11,076	13,671

66. The Police force employed for the maintenance of law and order on railways and for the protection of railway property is provided by the Civil Department, the State bearing, except in the case of State lines worked by the State and the old Guaranteed railways, three-tenths and the railways paying seven-tenths of the expense incurred.

Police force.
App. 41.

Owing to famine during 1900, there was a large increase in the number of thefts with a consequent increase in the claims for compensation, many of which were not satisfied till the following year, thus swelling the payments under this head in 1901.

67. There is a Provident Fund, in connection with every railway in India the object of which is to make some provision for employees against their retirement or for their families in the event of their dying while still in the service of the railway. The money in this fund cannot be attached by courts of law, nor can it be alienated or hypothecated by the employee. Every monthly paid employee, who is neither pensionable nor a menial servant, is obliged to be a member of this fund and is required to

Provident Fund.
App. 42.

* These figures include non-railway employees enrolled in Railway Corps.

Railway staff.

subscribe monthly amounts varying on different railways but not exceeding 1-12th of his salary. At the close of the half-year, the railway distributes as bonus among the depositors a first contribution equal to one-half of such subscriptions, and a second contribution, if the earnings permit of this being done, not exceeding one-half of such subscriptions or one per cent. of net earnings. In the case of the more prosperous railways, the double contribution is now generally obtained by depositors.

The amount thus subscribed amounted at the end of 1901 to nearly 378 lakhs of rupees, the bonus paid by railways amounting to nearly 87 lakhs.

Fine Fund.
App. 42.

68. Fines inflicted on, and bonus contributions to the Provident Fund forfeited by, employees are not credited to the revenues of the railway, but to what is known as the Fine Fund. The amounts thus withheld are shown in Appendix No. 42. On most of the railways the money goes back again to the employees in the shape of contributions to recreation clubs, schools and similar institutions and in the relief of families left in destitute circumstances.

Schools.
App. 43.

69. On the larger railways, schools are provided and maintained at all centres where the number of children is large enough to justify the employment of the teaching staff. The fees charged are graduated so as not to press too heavily on the poorer employees. Government in the Educational Department allow a certain grant for every child who passes the tests prescribed and any deficit is made good from the revenues of the railway or from the Fine Fund. Where the number of employees is not large enough to justify the provision of a railway school, and there already exists a public or private school in the town the schooling fees are borne wholly or in part by the railway.

The number attending school amounted, at the close of 1901, to 5,377 children and 3,581 apprentices and workmen, the contributions by Government amounting to Rs. 35,601; by the railways to Rs. 1,34,447; and by fees to Rs. 1,33,971.

The assistance thus given to employees is much appreciated, and a proper standard of education is ensured by the examination which is conducted yearly by the Government Inspectors of Schools before the grant can be drawn.

SIMLA;

A. BRERETON,

Dated 30th April 1902.

Secretary to the Government of India,

Public Works Department,

Railways.

APPENDICES
of
MILEAGE AND CAPITAL OUTLAY.

Appendix I.
List of Railways.

APPENDIX I.

*List of Railways comprising
Railway System of India at the close of the Calendar year 1901,
alphabetically arranged,
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

N.B.—For particulars of railway comprising each Railway Administration, see Appendix 2.

CLASSIFICATION No.		Name of Railway.	Railway administration by which worked.	Date of first opening of any part open for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES OPEN ON 31st DECEMBER 1901, UNDER SEVERAL HEADS OF CLASSIFICATION.							
Main.	Sub.					State lines worked by agency of		Guaranteed railway.	Assisted railway.	Lines owned by Native States and worked by agency of			Lines in foreign territory.
						State railway.	Company.			Native State itself.	Company.	State railway.	
A.													
9	(a)	Ahmedabad-Patan.	Bombay, Baroda and Central India Ry. Co.	1-8-97	5' 3"	...	...	..	51.70	..	...	...	..
8	(c)	Amroht.	Great Indian Peninsula Ry. Co.	16-2-71	5' 6"	..	...	...	..	...	5.72	..	..
13	(a)	Amrit-Bhind.	Amrit-Bhind Ry. Co.	1-7-95	5' 3"	..	1-0-21	..	..	..	..	..	..
B.													
28	(a)	Bahar-Light.	Bahar-Light Ry. Co.	1-3-97	6	..	..	..	21.50	..	..	...	..
16	(a)	Bengal and North-Western (Company's section).	Bengal and North-Western Ry. Co.	1-1-81	5' 6"	..	...	...	743.00	..	..	...	..
3	(a)	Bengal Central.	Bengal Central Ry. Co.	16-10-82	5' 6"	..	12.90*	..	..	..	..	...	..
12	(a)	Bengal Dooars.	Bengal Dooars Ry. Co.	15-1-93	5' 6"	..	..	..	36.40	..	..	...	..
13	(f)	Bengal Dooars extension.	Bengal Dooars Ry. Co.	20-1-00	5' 6"	..	..	..	71.50	..	..	...	..
4	(a)	Beneo-Nagpur.	Beneo-Nagpur P. Co.	2-11-86	5' 6"	...	1-32-98	..	..	...	..	...	..
10	(a)	Berar extension.	Nizam's Guaranteed State Ry. Co.	10-2-89	5' 6"	..	27.25	...	...	..	..	...	..
20	(a)	Bhavnagar-Dahanu-Indragol-Po-hanjar.	Bhavnagar-Dahanu-Indragol-Po-hanjar Ry. Co.	20-12-80	5' 6"	..	..	..	..	323.81	..	...	..
8	(c)	Bhopal-Bat (Native State section).	Great Indian Peninsula Ry. Co.	1-6-82	5' 6"	..	13.11	..	..	..	..	...	..
8	(f)	Bhopal-Bat (Native State extension).	Great Indian Peninsula Ry. Co.	1-6-82	5' 6"	..	..	..	..	..	31.24	...	..
8	(f)	Bhopal-Bat.	Great Indian Peninsula Ry. Co.	11-11-90	5' 6"	..	..	..	..	..	113.27	...	..
15	(b)	Bikaner.	Jodhpur-Bikaner Ry. Co.	1-1-90	5' 6"	..	..	...	..	157.25	..	...	..
5	(c)	Burhanpur-Bat.	Great Indian Peninsula Ry. Co.	1-1-95	5' 6"	..	...	..	..	..	145.50	...	..
21	(a)	Chandigarh.	Southern Railway Ry. Co.	1-12-90	5' 6"	..	..	..	..	..	57.92	...	..
9	(c)	Bombay, Baroda and Central India.	Bombay, Baroda and Central India Ry. Co.	10-1-92	5' 6"	..	...	480.00	..	..	...	...	..
2	(c)	Bombay, Baroda and Central India.	Bombay, Baroda and Central India Ry. Co.	1-1-99	5' 6"	..	..	..	30.19	..	..	...	..
14	(a)	Bombay, Baroda and Central India.	Bombay, Baroda and Central India Ry. Co.	2-5-77	5' 6"	..	1-17-70	..	..	..	...	...	..
C.													
6	(c)	Calcutta-Lucknow.	Calcutta-Lucknow Ry. Co.	1-11-75	5' 6"	..	..	..	7.65	..	...	...	..
6	(c)	Cannara.	Chandigarh-Ludhiana State Ry. Co.	24-11-96	5' 6"	70.00	..	...	..	..	...	...	..
2	(c)	Cochin-Bombay.	Port of Bombay Ry. Co.	1-1-90	5' 6"	..	..	..	...	..	...	33.76	...
D.													
7	(c)	Damodar-Light.	North-Western Ry. Co.	5-7-90	5' 6"	6.15	..	...	..	..	...	...	..
30	(c)	Darjeeling-Himalayan.	Darjeeling-Himalayan Ry. Co.	23-1-80	2' 6"	...	..	..	51.00	...	...	...	..
1	(f)	Delhi-Umballa-Kaika.	East Indian Ry. Co.	1-3-91	5' 6"	...	...	...	162.74	...	...	...	..
15	(a)	Deoghar.	Deoghar Ry. Co.	23-1-82	5' 6"	...	...	...	4.79	...	...	...	..
Carried over.						85.78	3,478.59	480.00	1,211.60	401.19	346.76	33.76	...

* Although for convenience classed amongst State lines, this line is the property of the Bengal Central Railway Company.

APPENDIX I—contd.

Appendix I.
List of Railways.

*List of Railways comprising
Railway System of India at the close of the Calendar year 1901,
alphabetically arranged,
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

N.B.—For particulars of railway companies and Railway Administration see Appendix 2.

CLASSIFICATION No.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1901, UNDER SEVERAL HEADS OF CLASSIFICATION							Lines in foreign territory.
Main.	Sub.					State railway.	Company.	Gauged railway.	Assisted railway.	Owned by Native states and worked by agency of.			
										Native state itself.	Company.	State railway.	
				Brought forward		85 78	3,178 20	460 00	1,211 65	401 19	316 78	33 78	...
D.—contd.													
20	(b)	Dinanpathi . . .	Bhawalpur-Gondal-Jamunabad-Porbandar Ry. Co.	1-6-98	2' 6"	...	...	...	...	20 83	...	...	...
13	(a)	Dibru-Sadiya . . .	Dibru-Sadiya Ry. Co.	16-7-01	3' 6"	...	...	...	77 50	...	...	...	...
E.													
Eastern Bengal Station—													
2	(a)	Northern and Eastern Ry. Co.	...	2-1-01	5' 6"	20 01	...	...	...	...	...	...	...
2	(a)	Northern and Eastern Ry. Co.	...	2-1-01	5' 6"	10 50	...	...	...	...	...	...	...
		Kabul-Jhelum branch and Subahar branch	...	1-1-01	2' 6"	11 54	...	...	...	...	...	...	...
		Dacca station . . .	...	1-1-01	...	85 1	...	...	...	...	...	...	...
1	(a)	East Indian	...	1-1-01	5' 6"	...	1,236 04	...	...	...	...	...	...
F.													
2	(a)	Gokulwar-Delhi	...	8-1-7	2' 6"	...	...	...	...	75 80	...	...	...
2	(a)	Gokulwar-Delhi	...	21	...	...	...	...	...	92 01	...	...	...
9	(a)	Gokulwar-Delhi	...	10-1-01	...	...	111 11	...	...	...	...	...	...
8	(a)	Great Indian Peninsula	...	1-1-01	5' 6"	...	1,511 27	...	...	...	...	...	...
30	(a)	Great Indian Peninsula	...	1-1-01	5' 6"	...	119 40	...	...	...	...	...	...
1	(a)	Gwalior-Lalit	...	1-12-99	2' 6"	...	...	...	...	...	136 11	...	...
G.													
21	(a)	Gwalior-Delhi	...	1-1-00	5' 6"	...	...	...	32 04	...	...	...	...
21	(a)	Gwalior-Delhi	...	15-12-92	3' 6"	...	...	...	...	...	51 36	...	...
21	(a)	Gwalior-Delhi	...	1-7-97	2' 6"	...	...	...	24 40	...	...	...	...
32	(a)	Gwalior-Delhi	...	2-8-97	2' 6"	...	...	...	19 75	...	...	...	...
1	(a)	Hyderabad-Godavari Valley.	...	21-10-10	5' 6"	...	...	...	...	...	301 12	...	...
H.													
8	(a)	Indian Midland . . .	Great Indian Peninsula Ry. Co.	10-1-78	5' 6"	...	796 23	...	...	...	...	...	...
Carried over .						940 17	7,921 79	460 00	1,372 84	512 03	1,067 12	33 78	...

Appendix I.
List of Railways.

APPENDIX I—contd.

*List of Railways comprising
Railway System of India at the close of the Calendar year 1901,
alphabetically arranged,
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

N.B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION No.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1901, UNDER SEVERAL HEADS OF CLASSIFICATION.							Lines in foreign territory.
Main.	Sub.					State lines worked by agency of		Unannounced railway.	Assisted railway.	Lines owned by Native States and worked by agency of			
						State railway.	Company.			Native State itself.	Company.	State railway.	
		J.		Brought forward.		910 17	7 921 79	469 90	1,772 51	512 02	1,087 12	33 78	...
7	(d)	Jammu and Kashmir (Native State section)	North Western State Ry.	15-3-90	5' 6"	...						15 93	...
20	(b)	Jamnagar	Bhavnagar-Dholal-Jamugol-Portland Ry. Co.	9-1-97	3' 3 1/2"					51 25			...
20	(c)	Jetalpur Bhikol		12-1-93	3' 3 1/2"						40 23		
18	(f)	Jodhpur	Jodhpur-Bikaner Ry.	21-6-82	3' 3 1/2"					154 91			...
18	(e)	Jodhpur-Hydrolal (British section)	Jodhpur-Bikaner Ry.	1-5-92	...		123 94						...
33	(a)	Jorhat	Assam State Ry.	15-12-81	2' 0"	39 25							...
		K.											
23	(a)	Karaikal-Peralam	South Indian Ry. Co.	11-3-98	3' 6"								11-65
8	(b)	Kharagpur	Great Indian Peninsula Ry. Co.	1-3-70	5' 6"						7 59		...
11	(c)	Kolar Gold-fields	Madras Ry. Co.	1-6-91	5' 6"						9 84		...
21	(f)	Kolhapur	Southern Maratha Ry. Co.	21-4-91	3' 3 1/2"						29 27		...
		L.											
13	(a)	Lado and Tuk-Margher (Lahore)	Lahore-Sialkot Ry. Co.	17-2-81	3' 3 1/2"				11-00				...
17	(c)	Lucknow-Bareilly	Rohilkhand and Kumaon Ry. Co.	12-10-81	5' 6"		2-1 17						...
7	(e)	Ludhiana-Thuridial	North Western State Ry.	10-1-91	5' 6"							75 66	...
		M.											
11	(a)	Madras	Madras Ry. Co.	1-7-86	5' 6"			873 17					...
11	(b)	Madras (North-East line)	Madras Ry. Co.	20-2-95	5' 6"		1-1 22						...
27	(c)	Morvi	North Western State Ry.	11-5-88	2' 6"					91 36			...
2	(d)	Mysore-Nanjangal-Jangamthang.	Madras Ry. Co.	15-10-91	3' 3 1/2"				51 37				...
21	(g)	Mysore-Nanjangal	Southern Maratha Ry. Co.	1-12-91	3' 3 1/2"						15 66		...
21	(b)	Mysore section (Southern Maratha)	Southern Maratha Ry. Co.	1-5-81	3' 3 1/2"		206 36						...
		N.											
9	(c)	Nagda-Ludhiana	North Western State Ry. Co.	15-7-96	5' 6"						31 32		...
11	(d)	Nagpur	Madras Ry. Co.	15-6-90	3' 3 1/2"				16-90				...
10	(a)	Nizam's Guaranteed State	Nizam's Guaranteed State Ry. Co.	9-10-71	5' 6"						339-18		...
7	(a)	North Western State	North Western State Ry.	13-5-61	5' 6"	1,077 12							...
7	(f)	Nowshera-Durham	North Western State Ry.	1-1-01	2' 6"	40 25							...
		O.											
6	(a)	Onit and Rohilkhand State	Onit and Rohilkhand State Ry.	22-12-82	5' 6"	1,037-38							...
				Carried over.		5,125-32	9,070 82	1,331-07	1,454-11	1,161-83	1,514-27	128 36	14-65

APPENDIX I—concl'd.

Appendix I. List of Railways.

*List of Railways comprising
Railway System of India at the close of the Calendar year 1901,
alphabetically arranged,
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

A B—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION NO.		Name of Railway	Railway administration by which worked	Date of first opening of any portion for traffic	Gauge	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1901 (NOTE: CIVILIAN ROAD OF CLASSIFICATION.)										Lines in foreign territory.
Main	Sub.					State line worked by a Govt. of		Guernsey railway	Assisted railway.		Lines owned by Native States and controlled by Govt. of			State railway		
						State railway.	Company.			Native States.	Company.	State railway.				
P.						125.32	1,070.00	1,001.07	1,161.11	1,161.81	1,011.25	12.38	14.05			
9	(a)	Palampur-Delhi	Benary, Benary and Central India Ry. Co.	8-11-95	3' 6"		17.28	...	...	...	...	...	...
4	(a)	Palkonah Light	Benary, Benary and Central India Ry. Co.	22-1-01	2' 6"	..	..	..	25.00	..	..	..	..
9	(a)	Patiala-Cumby (Assisted)	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	..	..	..	..	21.50	..	..	
9	(a)	Patiala-Cumby (T. and C. Cumby section)	Benary, Benary and Central India Ry. Co.	20-6-95	3' 6"	..	..	..	..	..	10.92	..	..	
24	(a)	Porcheheny	South India Ry. Co.	1-12-79	3' 6"	..	..	..	..	..	..	..	7.85
17	(a)	Povayan Light	Benary, Benary and Central India Ry. Co.	15-6-95	2' 6"	..	..	..	30.50	..	..	..	..
R.																
1	(a)	Raman-Delhi	Benary, Benary and Central India Ry. Co.	10-6-95	2' 6"	..	36.21	..	..	..	..	..	..
9	(a)	Ranepah	Benary, Benary and Central India Ry. Co.	15-7-95	2' 6"	..	..	..	..	..	37.35	..	..	
7	(a)	Ranepah-Ranepah	Benary, Benary and Central India Ry. Co.	11-1-91	3' 6"	..	..	..	..	..	..	107.65	..
1	(a)	Ranepah-Munna	Benary, Benary and Central India Ry. Co.	11-1-91	3' 6"	..	161.50	..	..	..	..	..	..
14	(a)	Ranepah-Ka. Light	Benary, Benary and Central India Ry. Co.	1-1-99	2' 6"	..	..	..	20.25	..	..	..	..
17	(a)	Ranepah and Ranepah	Benary, Benary and Central India Ry. Co.	1-1-99	2' 6"	..	..	..	14.92	..	..	..	..
S.																
16	(a)	Sa. m. R. and	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	..	..	15.00	..	..	..	..
1	(a)	South India	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	..	..	75.50	..	..	..	..
25	(a)	South India	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	16.33	..	..	..	..	..	..
21	(a)	Southern Marathi	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	104.20	..	..	..	..	..	..
5	(a)	Southern Punjab	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	..	..	12.15	..	..	..	..
T.																
23	(a)	T. and C. Board (Munna and Munna)	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	51.15	..	..	..	..	..	..
9	(a)	T. and C. Board (Munna and Munna)	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	..	..	17.15	..	..	..	..
27	(a)	T. and C. Board (Munna and Munna)	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	..	..	31.15	..	..	..	..
1	(a)	T. and C. Board (Munna and Munna)	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	..	..	22.25	..	..	..	..
29	(a)	T. and C. Board (Munna and Munna)	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	..	..	20.10	..	..	..	..
34	(a)	T. and C. Board (Munna and Munna)	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	..	..	7.75	..	..	..	..
16	(a)	T. and C. Board (Munna and Munna)	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	310.10	..	..	..	..	..	..
U.																
19	(a)	Udaipur-Chitor	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	..	..	67.50	..	..	..	..
W.																
22	(a)	West of India Portuguese	Benary, Benary and Central India Ry. Co.	1-1-99	3' 6"	..	..	..	..	..	..	..	51.15
Total railway mileage open in India and Burma on the 31st December 1901						5,125.32	18,441.25	1,334.07	2,350.25	1,220.13	1,584.06	235.41	78.61			

Appendix 2.
Railway systems.

APPENDIX 2.

Railways worked by each Railway Administration at the close of the Calendar year 1901.

For mileage added during 1901, see Appendix 3, and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

CLASSIFICATION No.		Railway administration by which worked	Name of railway	LENGTH OF LINE OPEN ON 31st DECEMBER 1901				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION				Grand total mileage of railways worked by the administration.
Main.	Sub.			5' 6"	4' 8" 2 1/2"	2' 6"	2' 0"	5' 6"	5' 3 1/2"	2' 6"	2' 0"	
1	(1)	East Indian Rly.	East Indian	41,832.01								2,101.37
	(2)		Delhi-Jaipur-Kullu	10.21								
	(3)		South Indian	78.06								
	(4)		Patna	22.14				2,101.27				
2	(1)	Eastern Bengal State Rly.	Eastern Bengal State	158.01								1,060.53
	(2)		Eastern Bengal State		511.14	118.01						
	(3)		Bahadurpur-Sadulpur		1.01							
	(4)		Manikpur-Jamunpur-Jalpaiguri		1.06							
	(5)		Chunar-Banar			11.78		208.01	637.07	73.62		
3	(1)	Bombay Central Rly.	Bombay Central	125.01				125.01				125.01
4	(1)	Punjab-Nepaul Rly.	Punjab-Nepaul	11,529.98								1,631.22
	(2)		Bombay-Nepaul			10.21						
	(3)		Punjab-Nepaul			2.00		1,529.98		1.21		
5	(1)	Calcutta Port, Calcutta, and P. T. Rly.	Calcutta Port, Calcutta, and P. T. Rly.					7.65				7.65
6	(1)	Bombay and Kolahal Rly.	Bombay and Kolahal Rly.	1.01								1,119.17
	(2)		Bombay and Kolahal Rly.	1.01								
	(3)		Bombay and Kolahal Rly.		70.00			1,069.17	70.00			
7	(1)	North Western State Rly.	North Western State Rly.	1,067.12								3,719.11
	(2)		North Western State Rly.	121.01								
	(3)		North Western State Rly.	107.01								
	(4)		North Western State Rly.	1.01								
	(5)		North Western State Rly.	78.00								
	(6)		North Western State Rly.			10.25						
	(7)		North Western State Rly.				6.78	7,702.68		10.25	6.18	
				Grand Total				18,572.20	730.67	187.11	6.18	2,767.16

* From the viaduct to Dock Junction, 102.47 miles, and from Dock Junction to Calcutta, 188 miles, are laid with double track.

† From Calcutta to Pundarik, 102.47 miles, and from Pundarik to Calcutta, 188 miles, are laid with double track.

‡ Including 16.75 miles laid with double track.

§ Including 1.40 miles laid with double track.

|| Excluding 3.60 miles, Anandpur to Dalgaon, which is a mixed gauge.

** Including 3.63 miles military line, not used for public traffic, and 26.25 miles of mixed gauge mileage between Bhātinā and Kot Kapura.

†† From Kumbhari to Kothi, 108.00 miles, Meer Meer East to Meer Meer West, 2.13 miles, Gulistan to Chaman, 36.63 miles, and Ab-ul-Qum to Kulpur, 27.54 miles, are laid with double track.

Appendix 2.

Railway systems.

For mileage added during 1901, see Appendix 3; and for mileage sanctioned for construction, see Appendix 2.

(Refer to in paragraph 6 of Report)

CLASSIFICATION No.		Rule of administration by which worked.	Name of railway.	LENGTH OF THE RAILWAY IN MILES				PAID UP CAPITAL OF THE RAILWAY IN LAKHS OF RUPEES				Grand total mileage of railway worked by the administration.	
Main.	Sub.			1	2	3	4	5	6	7	8		
				Grand total for all				8,227.20	7,007	197.11	0.15	9,767.16	
8	(a)	Great Indian Peninsula (G. I. P.)	Great Indian Peninsula	1,548.57									
	(b)		Madras	7.90									
	(c)		Assam	5.72									
	(d)		Indian Midland (I. M.)	296.20									
	(e)		Bombay and Baroda	111.30									
	(f)		Bombay and Panaji	111.27									
	(g)		Bombay and Trestle	55.30									
	(h)		Coastal Light				126.14	1,674.1			146.14	2,906.32	
9	(a)	Bombay, Baroda and Central India (B. B. & C. I.)	Bombay, Baroda and Central India	419.90									
	(b)		Tripoli Valley	111.18									
	(c)		Norfolk Union	11.72									
	(d)		Little Campbell and the Trestle	21.50									
	(e)		Patel's Agency and the Trestle	10.00									
	(f)		Coastal Light	111.11									
	(g)		Patel's Agency and the Trestle										
	(h)		Coastal Light										
	(i)		Patel's Agency and the Trestle										
	(j)		Patel's Agency and the Trestle										
10	(a)	H. H. Narayan's Gujrat and Central India (H. H. & C. I.)	H. H. Narayan's Gujrat and Central India	20.13									
	(b)		Bombay and Trestle	20.13									
	(c)		H. H. Narayan's Gujrat and Central India										
11	(a)	Maharashtra (M.)	Madras	571.17									
	(b)		Madras (N. of the Trestle)	157.22									
	(c)		Kolka, Gokul and	9.88									
	(d)		Madras (S. of the Trestle)										
12	(a)	Bawal-Dogra (B. D.)	Bawal-Dogra										
	(b)		Bawal-Dogra extension										
13	(a)	Dahru-Suliyah (D. S.)	Dahru-Suliyah										
	(b)		Dahru-Suliyah extension										
				Grand total for all				11,000.21	3,167.16	111.25	132.15	17,650.83	

* From Tambuy (Victoria town) to Khanda, 33.14 mile., Kutay to Lorrava, 1.42 miles, and Bharsav (Shawon), 62.37 miles, are laid with double track.

+ From Hanchey (Colaba) to Daman Road, 10-34 miles, and Su bin to Ahmednagar, 21 2¹ miles, are laid with double track.

+ Including 9½ miles of mixed gauge mileage between Hāfinda and Kot Kāpura.

5 From Azusa West to Azusa Cantonment, 1 1/2 miles, are laid with double track.

" From Mohas to Arkonam, 42 43 miles, and Washermenpet to Veyyarrandy, 1 mile, are laid with double track.

¶ Including 2.66 miles laid on a mixed gauge and 0.31 mile on the 3' 3 1/2" gauge and 1.24 miles laid with double track.

P. T. O.

Appendix 2.
Railway systems.
APPENDIX 2—contd.
Railways worked by each Railway Administration at the close of the Calendar year 1901.

For mileage added during 1901 see Appendix 3, and for mileage not opened for construction, see Appendix 3.

(Referred to in paragraph 6 of Report.)

CLASSIFICATION No.	Main.	Sub.	Railway administration by which worked	Name of railway	LENGTH OF LINE OPEN ON 31st DECEMBER 1901.				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION.				Grand total mileage of railways worked by the administration.
					5' 6"	3' 3"	2' 6"	2' 0"	5' 6"	3' 3"	2' 6"	2' 0"	
					Brought forward				11,056 82	8,157 16	313 25	1,12 52	17,630 59
11	(a)	A. and B. (A. B.)	A. and B.		...	349 21			...	349 21			349 21
15	(a)	D. and E. (D. E.)	D. and E.		...	1 70			...	4 79			4 79
16	(a)	H. and I. (H. I.)	H. and I. North-Western		...	713 00							
	(f)		H. and I. North-Western (B. & N. W.)		...	319 10							
	(c)		H. and I. North-Western (S. & N. W.)		...	1 09			...	1,280 19			1,280 19
17	(a)	J. and K. (J. K.)	J. and K. and Kingston		...	319 2							
	(b)		J. and K. and Kingston		...	211 17							
	(c)		J. and K. and Kingston				30 50			285 09	39 50		324 59
18	(a)	L. and M. (L. M.)	L. and M.		...	1,119 1							
	(b)		L. and M.		...	176 3							
	(c)		L. and M.		...	11 08			...	7 0 27			7 0 27
19	(a)	N. and O. (N. O.)	N. and O.		...	67 30			...	67 30			67 30
20	(a)	P. and Q. (P. Q.)	P. and Q. and Kingston		...	311 1							
	(b)		P. and Q. and Kingston		...	51 28							
	(c)		P. and Q. and Kingston		...	16 21							
	(d)		P. and Q. and Kingston		...	20 87			...	1 0 18			435 18
21	(a)	R. and S. (R. S.)	R. and S. and Kingston		...	1,022 1							
	(b)		R. and S. and Kingston		...	296 86							
	(c)		R. and S. and Kingston		...	119 56							
	(d)		R. and S. and Kingston		...	51 3							
	(e)		R. and S. and Kingston		...	37 92							
	(f)		R. and S. and Kingston		...	20 57							
	(g)		R. and S. and Kingston		...	15 66			...	1,322 10			1,322 10
22	(a)	T. and U. (T. U.)	T. and U.		...	51 11			...	51 11			51 11
					Carried over				11,056 82	8,214 40	352 75	132 32	22,700 29

* Including 4 27 miles of dock estate and quarry lines.

† Including 1 11 miles of dock estate lines.

Appendix 2. Railway systems.

For mileage added during 1901, see Appendix 3, and for mileage and license for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

* From Kangoon to Insein, 9.00 miles, Myohlaung to Mandalay, 2.45 miles, and Nahakaung to Naba, 0.36 mile, are laid with double track.

Appendix 3.
Additions to mileage.

APPENDIX 3.

*Mileage added to the Railway System of India
during the Calendar year 1901.*

A. E. - The additions shown in this statement are included in the figures shown in Appendices 1 and 2.
(Referenced in paragraph 6 of Report)

CLASSIFICATION No.		Railway Admin- istration to which the mileage has been added.	Name of section added.	Section of line added during year.	Date of opening for traffic.	ADDITIONS IN MILES MADE TO GROSS MILEAGE DURING 1901.			Total mileage added to Railway Administration.		
Main.	Sub.					Yds.	Ins.	Fths.	Yds.	Ins.	Fths.
2	(b)	East India State	Patna-Banar	Patna to Kuma Kathin District Rajahmundry to Kuthi	1st April . . 15th March . . 1st January . .	4' 42"	0' 57"		5' 11"		9' 75"
4	(a)	Bombay	Bombay-Mumbai	Seaham to K. Chander P. H. P. P. to M. P.	15th March . . 15th June . .	3' 00"					
	(c)		Patna-Banar	Patna to K. Chander	1st April . .			1' 00"	5' 11"		2' 50"
7	(a)	North Western	Patna-Banar	Patna to K. Chander (H. P. P.)	1st January . . 15th March . .	11' 00"					
	(c)	North Western	Patna-Banar	Patna to K. Chander	15th April . .	1' 00"					
	(c)		Patna-Banar	Patna to K. Chander	1st January . .			4' 00"	5' 11"		4' 00"
9	(d)		Patna-Banar	Patna to K. Chander	15th June . .	1' 00"					
	(c)	Bombay	Patna-Banar	Patna to K. Chander	15th June . .	1' 00"			1' 00"		
11	(a)	Madras	Madras	Madras to K. Chander	1st October . .				1' 00"		
12	(b)	Bombay	Patna-Banar	Patna to K. Chander (H. P. P.)	1st April . . 15th March . .	1' 00"					
	(c)	Bombay	Patna-Banar	Patna to K. Chander	1st January . .	1' 00"					
14	(a)	Assam-Bihar	Patna-Banar	Patna to K. Chander	1st January . . 1st November . .	1' 00"			15' 25"		
16	(d)	Bombay (North Western)	Patna-Banar	Patna to K. Chander (H. P. P.)	1st February . . 15th March . . 15th December . .	1' 00"					
18	(b)	Bombay (North Western)	Patna-Banar	Patna to K. Chander	1st February . .	1' 00"					
23	(a)	South Indian	Patna-Banar	Patna to K. Chander	1st February . .	1' 00"			1' 00"		
24	(a)	Burma	Burma	Burma to K. Chander	1st June . .	1' 00"			1' 00"		
Total mileage added in 1901									148' 50"	352' 00"	75' 00"

(Referred to in paragraph 6 of Report)

CLASSIFICATION No.		Railway administration to which railway has been added.	Name of owner railway.	Section of line added.	Date of opening.	LENGTH			
Main	Sub					1' 0"	3' 0"	2' 0"	2' 0"
MILEAGE ADDED FROM THE 1 ST JANUARY TO THE 31 ST MARCH 1902.									
2	101	Eastern Bengal State	Eastern Bengal	Dumtally Bridge and up to	1 st January	1' 2"			
12	101	Bengal State	Bengal State	Dumtally Bridge to	1 st January	1' 2"			
MILEAGE ADDED FROM THE 1 ST JANUARY TO THE 31 ST MARCH 1902.						1' 2"			
MILEAGE ADDED FROM THE 1 ST JANUARY TO THE 31 ST MARCH 1902.									
Grand total mileage open on the 30th April 1902 . . .						14,056.82	10,511.53	547.96	262.01

Appendix 4.
 Mileage open yearly.

APPEN

Railway mileage open for traffic year by year under each railway

45

(Referred to in para

N R—A reference to Appendix 2 will furnish the key

Class No.	1	2	3	4	5	6	7	8	9		
Calendar Year.	E. I.	E. B. S.	B. C.	B. N.	I. C.	P. T.	O. & R.	N. W.	G. I. P. (1) to (1)	I. M. (1) to (1)	I. B. & U. I.
1853	---	---	---	---	---	---	---	---	20	---	---
1854	120	---	---	---	---	---	---	---	31	---	---
1855	120	---	---	---	---	---	---	---	12	---	---
1856	120	---	---	---	---	---	---	---	21	---	---
1857	120	---	---	---	---	---	---	---	27	---	---
1858	120	---	---	---	---	---	---	---	101	---	---
1859	120	---	---	---	---	---	---	---	211	---	---
1860	120	---	---	---	---	---	---	---	21	---	15
1861	561	---	---	---	---	---	---	110	400	---	131
1862	877	121	---	---	---	---	---	142	405	---	167
1863	900	120	---	---	---	---	---	142	525	---	185
1864	1,131	140	---	---	---	---	---	142	599	---	306
1865	1,155	140	---	---	---	---	---	142	704	---	306
1866	1,155	140	---	---	---	---	---	142	825	---	306
1867	1,155	140	---	---	---	---	---	142	825	---	306
1868	1,250	140	---	---	---	---	---	42	825	---	307
1869	1,250	140	---	---	---	---	---	42	825	---	307
1870	1,250	140	---	---	---	---	---	42	825	---	307
1871	1,250	140	---	---	---	---	---	42	825	---	307
1872	1,250	140	---	---	---	---	---	42	825	---	307
1873	1,250	140	---	---	---	---	---	42	825	---	307
1874	1,250	140	---	---	---	---	---	42	825	---	307
1875	1,250	140	---	---	---	---	---	42	825	---	307
1876	1,250	140	---	---	---	---	---	42	825	---	307
1877	1,250	140	---	---	---	---	---	42	825	---	307
1878	1,250	140	---	---	---	---	---	42	825	---	307
1879	1,250	140	---	---	---	---	---	42	825	---	307
1880	1,250	140	---	---	---	---	---	42	825	---	307
1881	1,250	140	---	---	---	---	---	42	825	---	307
1882	1,250	140	---	---	---	---	---	42	825	---	307
1883	1,250	140	---	---	---	---	---	42	825	---	307
1884	1,250	140	---	---	---	---	---	42	825	---	307
1885	1,250	140	---	---	---	---	---	42	825	---	307
1886	1,250	140	---	---	---	---	---	42	825	---	307
1887	1,250	140	---	---	---	---	---	42	825	---	307
1888	1,250	140	---	---	---	---	---	42	825	---	307
1889	1,250	140	---	---	---	---	---	42	825	---	307
1890	1,250	140	---	---	---	---	---	42	825	---	307
1891	1,250	140	---	---	---	---	---	42	825	---	307
1892	1,250	140	---	---	---	---	---	42	825	---	307
1893	1,250	140	---	---	---	---	---	42	825	---	307
1894	1,250	140	---	---	---	---	---	42	825	---	307
1895	1,250	140	---	---	---	---	---	42	825	---	307
1896	1,250	140	---	---	---	---	---	42	825	---	307
1897	1,250	140	---	---	---	---	---	42	825	---	307
1898	1,250	140	---	---	---	---	---	42	825	---	307
1899	1,250	140	---	---	---	---	---	42	825	---	307
1900	1,250	140	---	---	---	---	---	42	825	---	307
1901	1,250	140	---	---	---	---	---	42	825	---	307

* Transferred partly to the Bengal-Nagpur railway and partly

administration and during the Viceroyalty of each Governor General.

graph 7 of Report.)

to the code letters used to express railway systems

10	11	12	13	14	15	16	17	18	19	20	CLASS No.
N. G. S	M.	B. D.	D. S.	A. B.	D.	N. A. N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	Calendar Year.
...	...	...	...	...	...	...	...	...	...	...	1853
...	...	...	...	...	...	...	...	...	...	...	1854
...	...	...	...	...	...	...	...	...	...	...	1855
...	65	...	...	...	...	...	...	...	...	...	1856
...	80	...	...	...	...	...	...	...	...	...	1857
...	105	...	...	...	...	...	...	...	...	...	1858
...	115	...	...	...	...	...	...	...	...	...	1859
...	2 1/2	...	...	...	...	...	...	...	...	...	1860
...	417	...	...	...	...	...	...	...	...	...	1862
...	447	...	...	...	...	...	...	...	...	...	1863
...	56	...	...	...	...	...	...	...	...	...	1864
...	100	...	...	...	...	...	...	...	...	...	1865
...	111	...	...	...	...	...	...	...	...	...	1866
...	141	...	...	...	...	...	...	...	...	...	1867
...	171	...	...	...	...	...	...	...	...	...	1868
...	205	...	...	...	...	...	...	...	...	...	1869
...	221	...	...	...	...	...	...	...	...	...	1870
...	2 1/2	...	...	...	...	...	...	...	...	...	1871
...	2 1/2	...	...	...	...	...	...	...	...	...	1872
...	2 1/2	...	...	...	...	...	...	...	...	...	1873
...	2 1/2	...	...	...	...	...	...	...	...	...	1874
...	2 1/2	...	...	...	...	...	...	...	...	...	1875
...	2 1/2	...	...	...	...	...	...	...	...	...	1876
...	2 1/2	...	...	...	...	...	...	...	...	...	1877
...	2 1/2	...	...	...	...	...	...	...	...	...	1878
...	2 1/2	...	...	...	...	...	...	...	...	...	1879
...	2 1/2	...	...	...	...	...	...	...	...	...	1880
...	2 1/2	...	...	...	...	...	...	...	...	...	1881
...	2 1/2	...	...	...	...	...	...	...	...	...	1882
...	2 1/2	...	...	...	...	...	...	...	...	...	1883
...	2 1/2	...	...	...	...	...	...	...	...	...	1884
...	2 1/2	...	...	...	...	...	...	...	...	...	1885
...	2 1/2	...	...	...	...	...	...	...	...	...	1886
...	2 1/2	...	...	...	...	...	...	...	...	...	1887
...	2 1/2	...	...	...	...	...	...	...	...	...	1888
...	2 1/2	...	...	...	...	...	...	...	...	...	1889
...	2 1/2	...	...	...	...	...	...	...	...	...	1890
...	2 1/2	...	...	...	...	...	...	...	...	...	1891
...	2 1/2	...	...	...	...	...	...	...	...	...	1892
...	2 1/2	...	...	...	...	...	...	...	...	...	1893
...	2 1/2	...	...	...	...	...	...	...	...	...	1894
...	2 1/2	...	...	...	...	...	...	...	...	...	1895
...	2 1/2	...	...	...	...	...	...	...	...	...	1896
...	2 1/2	...	...	...	...	...	...	...	...	...	1897
...	2 1/2	...	...	...	...	...	...	...	...	...	1898
...	2 1/2	...	...	...	...	...	...	...	...	...	1899
...	2 1/2	...	...	...	...	...	...	...	...	...	1900
...	2 1/2	...	...	...	...	...	...	...	...	...	1901

to the Madras railway on the 1st January 1901.

Appendix 4.

Mileage open yearly.

APPEN

Railway mileage open for traffic year by year under each railway

(Referral to in para

A R - A reference to Appendix A will furnish the key

[illegible]

* Closed to traffic from the

administration and during the Viceroyalty of each Governor General.

graph 7 of Report.
to the code letters used to express railway systems

31	32	23	31	Total actual mileage opened during the year.	Deduct closures, abandon- ments, etc., and mileage	Net mileage open during the year.	Total mileage open for traffic at close of the year	Viceroy	CLASS NO.	CALPH- DATE YEAR.
II. A	II. S	J.	I. D.							
...	30		20	20	} Marquis of Dalhousie	{	1853
...	50	11	51	71			1854
...	98	-1	98	109			1855
...	103		103	272	} Earl Canning	{	1856
...	15		15	267			1857
...	110		110	427			1858
...	194		194	625			1859
...	513	11	513	1,814			1860
...	748	11	740	1,567			1861
...	236		236	2,317	} Earl of Elgin	{	1862
...	171		171	2,507			1863
...	451		451	3,058	} Lord Lawrence	{	1864
...	405		405	3,463			1865
...	200		200	3,663			1866
...	367	11	360	4,023			1867
...	76	11	70	4,094	} Earl of Mayo	{	1868
...	238	-1	237	4,331			1869
...	316	11	310	4,641			1870
...	302		302	4,943	} Lord Northbrook	{	1871
...	303		303	5,246			1872
...	328	11	320	5,566			1873
...	452	11	440	5,906			1874
...	366		366	6,272	} Lord Lytton	{	1875
...	310		310	6,582			1876
...	360		360	6,942			1877
...	360		360	7,302			1878
...	663		663	7,965	} Marquis of Ripon	{	1879
...	734		734	8,699			1880
...	563		563	9,262			1881
...	559		559	9,821			1882
...	1,190	-17	1,173	10,994			1883
...	651	11	651	11,645	} Earl of Dufferin and Ava	{	1884
...	614	-11	603	12,248			1885
...	1,314	-1	1,313	13,561			1886
...	482	-1	473	14,034			1887
...	1,326	-15	1,311	15,345	} Marquis of Lansdowne	{	1888
...	516	-1	515	15,860			1889
...	997	-97	900	16,760			1890
...	577	11	566	17,326			1891
...	610		610	17,936			1892
...	409	-11	398	18,334	} Earl of Elgin	{	1893
...	608	-10	598	18,932			1894
...	709	11	700	19,632			1895
...	815	11	804	20,436			1896
...	898	11	887	21,323			1897
...	17	...	22,048	} Lord Curzon	{	1898
...	1,484	4	1,480	23,528			1899
...	1,337	-1	1,336	24,864			1900
...	570	11	559	25,423			1901
...	11	...	...			...

25th March 1900, and subsequently abandoned.

Mileage under construction or sanctioned at the close of the Calendar year 1901.

(Referred to in paragraph 9 of Report.)

Note.—Railways opened since the close of year are shown in Appendix 3.

CLASSIFICATION NO.		Railway administration to which line is constructed.	Name of owning railway.	Section of line the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.								REMARKS.
Main.	Sub.					Mileage sanctioned to be constructed.				Total sanctioned for construction by the railway administration.				
						5' 0"	3'	2'	2' 0"	5' 0"	3'	2'	2' 0"	
1	(a)	East Indian	East Indian	Buran to Dehri (including the colony branch).	11th May 1901	15.2								Work commenced.
				Shanpur to Dehri.	11th January 1901	6.62								Work commenced.
				Isidaspur to Dehri.	11th November 1901	7.20								Work commenced.
				Isidaspur to Dehri (branch).	11th November 1901	27.1								Work commenced.
				Isidaspur to Dehri (branch).	11th November 1901	17.1								Work commenced.
				Northern half of the Midland Railway.	11th November 1901	67.1								Work commenced.
2	(a)	Eastern Bengal State	Eastern Bengal State	Kalka to Simla.	11th June 1901		10.00			10.32		10.00		Work commenced.
				Panchkula to the Ganges.	11th June 1901	6.00								Almost completed.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00				7.1	38.81			Portion since opened.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
3	(a)	Bengal-Nagpur	Bengal-Nagpur	Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
4	(a)	North-Western	North-Western	Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
5	(a)	North-Western	North-Western	Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
6	(a)	North-Western	North-Western	Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
7	(a)	North-Western	North-Western	Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
8	(a)	North-Western	North-Western	Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
9	(a)	North-Western	North-Western	Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
10	(a)	North-Western	North-Western	Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
11	(a)	North-Western	North-Western	Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
				Dehri to Dehri (branch).	11th June 1901	17.00								Work commenced.
						Grand Total				16,700				16,700

Appendix 5. Miles in construction.

(Referred to in paragraph 9 of Report.)

Note—Railways opened since close of year are shown in Appendix 3

CLASSIFICATION No.		Railway administration by which being constructed	Name of owning railway	Section of line the construction of which has been sanctioned	Date construction was sanctioned	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.								REMARKS.	
Main.	Sub					Mileage sanctioned to be constructed.				Total sanctioned for construction by the railway administration					
						5' 0"	1' 2"	2' 6"	2' 0"	5' 0"	1' 2"	2' 6"	2' 0"		
						Brought forward				407	271	740	568		
12	(b)	Bengal-Dooars	Bengal-Dooars extension.	Caldia to Hanin-pore Caldia to Pargatal	2nd March 1908 1st March 1908	1	00	.	.	..	42	26	..	Work commenced and opened.
14	(a)	Assam Bengal	Assam-Bengal	Dumfries to Lumdu Lumdu to Lushai	2nd May 1908 1st May 1908	..	15	.	..	..	..	..	..	Work commenced. Work commenced.
	(b)			Nodundi (Bengal).	Lushai to Nodundi Nodundi to Chababai	1st April 1908	11	9	1	0	19	..	Not commenced.
16	(a)	Bengal and North Western.	Bengal and North-Western	Patala to Tard-Tarda Tard-Tarda to Chhapra Chhapra to Chhapra	December 1907 1st May 1908 1st December 1907	..	31	4	..	..	67	00	..	Not commenced. Not commenced.
17	(b)	Rohilkhand and Kumaon	Lucknow-Bareilly	Dudhwa to the Mohani river	1st March 1908	..	5	6	..	..	5	66	..	Not commenced.
18	(b)	Jodhpur-Bikaner	Bikaner	Surendrapur to Bhatinda	1st July 1907	85	00	..	..	..	88	00	..	Work commenced.
23	(a)	South Indian	South Indian	Madras to Ten-dravadi Ten-dravadi to Chennai Chennai to Ten-dravadi	2nd April 1908 1st April 1908 1st April 1908	9	33	..	..	..	9	00	..	Work commenced. Work commenced. Work commenced.
	(b)			South Indian	Ten-dravadi to Arundel Arundel to Ten-dravadi	1st November 1907	1	Work commenced.
	(c)			South Indian	Ten-dravadi to Chennai Chennai to Ten-dravadi	1st April 1908	..	77	04	77	04	..	..	Work commenced.
24	(a)	Burma	Burma	Hagun to Lashio Lashio to Hagun	1st October 1908 1st October 1908	5	00	..	..	..	104	70	..	Work commenced. Work commenced.
26	(a)	Panaji Light	Panaji Light	Panaji to Panaji	1st November 1907	..	..	70	..	..	70	..	..	Not commenced.
36	(a)	Andhra Pradesh	Andhra Pradesh	Pondicherry to Kakinada	1st May 1908	15	75	15	75	..	Not commenced.
37	(a)	Madras District Board	Madras District Board	Madras to Ten-dravadi Ten-dravadi to Chennai Chennai to Ten-dravadi	1st May 1908 1st May 1908 1st May 1908	..	..	..	..	..	..	..	..	Work commenced. Work commenced. Work commenced.
Total mileage sanctioned and still remaining to be constructed.											407	271	740	568	

Drudge's estimate is, by the way, probably 1902 to the 3rd April 1912.

MILEAGE SANCTIONED FROM THE 1st JANUARY TO THE 31st MARCH 1902									
1	(a)	East Indian	East Indian	Mail to Calcutta	1st March	1902	125	...	...
2	(a)	Eastern Bengal State	Eastern Bengal State	Calcutta to Dacca	1st January	1902	...	...	...
9	(4)	Bombay, Baroda and Central India	Calcutta - Dacca	Calcutta to Dacca	1st January	1902	...	...	...
11	(a)	Madras	Madras	Madras to Madras	1st January	1902	...	...	...
35	(a)	Shahdara-Saharanpur Light	Shahdara-Saharanpur Light	Shahdara to Saharanpur	1st January	1902	...	...	...
Total mileage sanctioned from the 1st January 1902 to the 31st March 1902							125	...	...
MILEAGE SANCTIONED FROM THE 1st TO THE 30th APRIL 1902									
Nil.									

Appendix 6.
Weekly earnings.

APPEN

Gross earnings (average) of individual
and
Proportion of working expenses

(Referred to in paragraph

N. B.—When figures refer to be shown under any railway it is to be understood that such

EAST INDIAN RAILWAY SYSTEM (1901-27 MILE S).														
RAILWAY.														
	(a)								(b)		(c)		(d)	
	EAST INDIAN (19,304 miles).								Delhi-Jubbulpur-Kalka, 276 miles.		South Bihar, 576 miles.		Tatanagar, 476 miles.	
Calendar year.	East Indian, 5' 6". (19,304 miles).		Patna-Gaya, 5' 6". (87 20 miles).		Nalhati, 4' 6". (12 20 miles).		Dharmapuri, 5' 6". (12 20 miles).		Earnings per mile per week.	Proportion of exp. to earnings.	Earnings per mile per week.	Proportion of exp. to earnings.	Earnings per mile per week.	Proportion of exp. to earnings.
	Earnings per mile per week.	Proportion of exp. to earnings.	Earnings per mile per week.	Proportion of exp. to earnings.	Earnings per mile per week.	Proportion of exp. to earnings.	Earnings per mile per week.	Proportion of exp. to earnings.						
1853	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854	131	62 18	...	...	...	...	...	...	...	...	...	...	...	...
1855	108	51 6	...	...	...	...	...	...	...	...	...	...	...	...
1856	107	40 6	...	...	...	...	...	...	...	...	...	...	...	...
1857	112	49 12	...	...	...	...	...	...	...	...	...	...	...	...
1858	121	40 4	...	...	...	...	...	...	...	...	...	...	...	...
1859	121	44 7	...	...	...	...	...	...	...	...	...	...	...	...
1860	121	45 6	...	...	...	...	...	...	...	...	...	...	...	...
1861	121	40 1	...	...	...	...	...	...	...	...	...	...	...	...
1862	121	51 1	...	...	...	...	...	...	...	...	...	...	...	...
1863	122	55 1	...	...	...	...	...	...	...	...	...	...	...	...
1864	121	50 2	...	...	...	...	...	...	...	...	...	...	...	...
1865	121	11 2	...	...	...	...	...	...	...	...	...	...	...	...
1866	121	41 24	...	...	...	...	...	...	...	...	...	...	...	...
1867	121	10 1	...	...	...	...	...	...	...	...	...	...	...	...
1868	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1869	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1870	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1871	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1872	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1873	121	11 5
1874	121	11 5
1875	121	11 5
1876	121	11 5
1877	121	11 5
1878	121	11 5
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1880	121	11 5
1881	121	11 5
1882	121	11 5
1883	121	11 5
1884	121	11 5
1885	121	11 5
1886	121	11 5
1887	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1888	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1889	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1890	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1891	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1892	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1893	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1894	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1895	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1896	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1897	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1898	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1899	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1900	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1901	121	11 5	...	...	...	...	...	...	...	...	...	...	...	...

Converted to 5' 6" gauge in 1901

Note.—Earnings per mile per week exclude steam-taxes

railways per mile per week

to gross earnings.

11 of Report.)

railway has been amalgamated with the system by which it has been worked.

EASTERN RAILWAY SYSTEM (1,000 MILES).																		
(a) EASTERN AND SOUTHERN SECTIONS. (2,400 miles).				(b) NORTHERN, BANGAL AND DACCAL SECTIONS (2,600 miles).								(c) Brahmaputra-Sulaimpur 3 J. (200 miles).		(d) Mymensingh-Jamshilpur 3 J. (211 miles).		(e) Cooch Behar, S. (100 miles).		RAILWAY. Calendar year.
Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	Earnings per mile per week.	Pro of exp. to earnings.	
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* Information not available.
† Included with the Eastern and Southern sections.

and proportion of revenue to earnings include steam-haul.

P. T. O.

Appendix 6.
Weekly earnings.

APPEN

*Gross earnings (average) of individual
and
Proportion of working expenses*

(Referred to in paragraph

N° 3 — When figures cease to be shown under any railway it is to be understood that such

Railway.	EAST INDIAN RAILWAY SYSTEM (21 137 MILES).													
	(a) EAST INDIAN (12 104 miles).								(b) Delhi-Umhalia- Kalka, 7' 6" (102 24 miles).		(c) South Bihar, 5' 6" (78 76 miles).		(d) Tatanagar, 4' 6" (22 23 miles).	
	East Indian, 5' 6" (122 24 miles).		Patna-Gya, 4' 6" (27 20 miles).		Nalkata, 4' 6" (22 20 miles).		Dibrugarh- Chirapong, 5' 6" (120 20 miles).		Earnings per mile per week.	Pro- portion of exp- to earnings.	Earnings per mile per week.	Pro- portion of exp- to earnings.	Earnings per mile per week.	Pro- portion of exp- to earnings.
Calendar year.	Earnings per mile per week.	Pro- portion of exp- to earnings.	Earnings per mile per week.	Pro- portion of exp- to earnings.	Earnings per mile per week.	Pro- portion of exp- to earnings.	Earnings per mile per week.	Pro- portion of exp- to earnings.	Earnings per mile per week.	Pro- portion of exp- to earnings.	Earnings per mile per week.	Pro- portion of exp- to earnings.	Earnings per mile per week.	Pro- portion of exp- to earnings.
1853	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854	131	62 18	...	...	...	...	...	...	...	...	...	...	...	...
1855	108	51 07	...	...	...	...	...	...	...	...	...	...	...	...
1856	117	41 1	...	...	...	...	...	...	...	...	...	...	...	...
1857	212	3 12	...	...	...	...	...	...	...	...	...	...	...	...
1858	251	4 4	...	...	...	...	...	...	...	...	...	...	...	...
1859	25	44 7	...	...	...	...	...	...	...	...	...	...	...	...
1860	251	45 6	...	...	...	...	...	...	...	...	...	...	...	...
1861	246	40 11	...	...	...	...	...	...	...	...	...	...	...	...
1862	192	55 1	...	...	...	...	...	...	...	...	...	...	...	...
1863	25	5 11	...	...	...	...	...	...	...	...	...	...	...	...
1864	251	50 52	...	...	...	...	...	...	...	...	...	...	...	...
1865	311	11 52	...	...	...	...	...	...	...	...	...	...	...	...
1866	324	41 24	...	...	...	...	...	...	...	...	...	...	...	...
1867	301	42 1	...	...	...	...	...	...	...	...	...	...	...	...
1868	241	11 5	...	...	...	...	...	...	...	...	...	...	...	...
1869	301	41 1	...	...	...	...	...	...	...	...	...	...	...	...
1870	44	43 64	...	...	...	...	...	...	...	...	...	...	...	...
1871	44	43 64	...	...	...	...	...	...	...	...	...	...	...	...
1872	301	43 1	...	...	...	...	...	...	...	...	...	...	...	...
1873	301	11 11	...	...	...	...	...	...	...	...	...	...	...	...
1874	382	18 7	...	...	...	...	...	...	...	...	...	...	...	...
1875	414	35 0	...	...	...	...	...	...	...	...	...	...	...	...
1876	311	30 8	...	...	...	...	...	...	...	...	...	...	...	...
1877	454	35 6	...	...	...	...	...	...	...	...	...	...	...	...
1878	515	31 81	...	...	...	...	...	...	...	...	...	...	...	...
1879	507	35 10	...	...	...	...	...	...	...	...	...	...	...	...
1880	522	12 81	121	5 1	65	67 46	...	...	...	...	...	...	...	...
1881	549	33 14	11	30 2	49	10 33	50	128 33	...	...	...	...	...	...
1882	54	31 8	11	65 11	47	70 0	61	64 52	...	...	...	...	...	...
1883	61	50 1	11	1 1	51	50 0	73	85 24	...	...	...	...	...	...
1884	600	30 5	120	51 07	57	60 07	80	40 87	...	...	...	...	...	...
1885	520	37 11	121	50 4	57	40 11	75	58 37	...	...	...	...	...	...
1886	520	35 11	121	50 4	51	82 18	75	52 38	...	...	...	...	227	57 47
1887	591	31 29	121	50 1	51	85 20	76	50 05	...	...	...	...	215	52 15
1888	561	31 7	124	40 51	60	70 57	77	46 45	...	...	...	...	228	40 86
1889	501	33 1	105	1 97	74	70 39	71	91 13	...	...	...	...	242	51 10
1890	557	34 0	125	40 50	71	81 18	...	...	...	...	...	...	246	55 51
1891	510	31 35	124	40 80	71	78 01	...	...	...	...	...	...	245	49 64
1892	61	20 21	211	12 76	60	62 07	...	...	128	48 00	...	...	261	46 18
1893	56	28 47	191	4 01	...	...	...	...	129	48 00	...	...	254	47 28
1894	584	27 14	...	...	...	...	...	...	141	48 00	...	...	245	46 86
1895	604	30 0	...	...	...	...	...	...	150	48 00	...	...	265	48 56
1896	601	31 07	...	...	...	...	...	...	174	48 00	...	...	267	48 37
1897	597	31 91	...	...	...	...	...	...	158	48 00	...	...	271	49 38
1898	640	20 4	...	...	...	...	...	...	186	48 00	...	...	270	48 01
1899	656	31 76	...	...	...	...	...	...	191	48 00	...	...	272	49 54
1900	697	32 84	...	...	...	...	...	...	172	48 00	101	35 00	267	50 58
1901	705	24 7	...	...	...	...	...	...	160	48 00	114	35 00	268	51 61
1902	711	30 0	...	...	...	...	...	...	113	48 00	125	40 12	285	52 21

* Converted to 5' 6" gauge in 1904.

Notes.—Earnings per mile per week exclude steam-taxes

railways per mile per week

to gross earnings.

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railway has been amalgamated with the system by which it has been worked.

EASTERN BENGAL STATE RAILWAY SYSTEM (1,000.71 MILES).																			
(a) EASTERN AND SOUTHERN SECTIONS (240.22 miles)				(b) NORTHERN, BEHAR AND DURG SECTIONS (500.71 miles)								(c)		(d)		(e)		Railway.	Calendar year.
Eastern and Southern sections. (240.22 miles)		Northern, Behar and Durg sections. (500.71 miles)		Northern Bengal State, 3' 6" (240.22 miles)		Kumaon-Dharila, 2' 6" (17.03 miles)		North and Bihar sec 3' 31" gauge, Dharila & Nautanbari est 2' 6" gauge (90.07 miles)		Durg section, 3' 31" (45.04 miles)		Brahmaputra-Saltanpur 3' 31" (90.07 miles)		Mymensingh-Jamshedpur (Jamsh.) 3' 31" (51.12 miles)		Coch Behar, 2' 6" (11.01 miles)			
Earnings per mile per week.	Pro of exp to earnings.	Earnings per mile per week.	Pro of exp to earnings.	Earnings per mile per week.	Pro of exp to earnings.	Earnings per mile per week.	Pro of exp to earnings.	Earnings per mile per week.	Pro of exp to earnings.	Earnings per mile per week.	Pro of exp to earnings.	Earnings per mile per week.	Pro of exp to earnings.	Earnings per mile per week.	Pro of exp to earnings.	Earnings per mile per week.	Pro of exp to earnings.		
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...	1901

* Information not available.

† Included with the Eastern and Southern sections.

and proportion of expenses to earnings included therein.

P. T. O.

**Gross earnings (average) of individual
and
Proportion of working expenses**
(Referred to in paragraph

N.B.—When figures cease to be shown under any railway it is to be understood that such

[illegible]

3 Transferred partly to the Madras railway and partly to the Danga-Nagpur railway.

Note.—Earnings per mile per week exclude steam-barge

to gross earnings.

11 of Report.)

railway has been amalgamated with the system by which it has been worked

[illegible]

* The line 4114 was tightly constrained on the 31 May 1967 period: 5.6 hours in 1967.

† Included are the North Western states and is

3. It was red in the Jordan in 1911, near railway from the 1st January 1901.

and properties of explosives to include steam-boiler

Appendix 6.
Weekly earnings.

APPEN

*Gross earnings (average) of individual
and
Proportion of working expenses*

(Referred to in paragraph

R—When figures cease to be shown under any railway it is to be understood that such

GREAT INDIAN PENINSULA RAILWAY SYSTEM 1900-1901 (MILES)																						
RAILWAY	(a)		Divide-Maint. and S. & C.	(b)		(c)		(d)		(e)		(f)		(g)				(h)				
	Gross Earnings			Working Expenses		Net Earnings		Gross Earnings		Working Expenses		Net Earnings		Gross Earnings		Working Expenses		Net Earnings				
	Per mile	Per train		Per mile	Per train	Per mile	Per train	Per mile	Per train	Per mile	Per train	Per mile	Per train	Per mile	Per train	Per mile	Per train	Per mile	Per train			
1851	110	15 1/2			
1854	80	10 1/2			
1855	80	10 1/2			
1856	110	15 1/2			
1857	110	15 1/2			
1858	110	15 1/2			
1859	110	15 1/2			
1860	110	15 1/2			
1861	110	15 1/2			
1862	110	15 1/2			
1863	110	15 1/2			
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1875	110	15 1/2			
1876	110	15 1/2			
1877	110	15 1/2			
1878	110	15 1/2			
1879	110	15 1/2			
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1881	110	15 1/2			
1882	110	15 1/2			
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1896	110	15 1/2			
1897	110	15 1/2			
1898	110	15 1/2			
1899	110	15 1/2			
1900	110	15 1/2			
1901	110	15 1/2			

Inferred with the Great Indian Peninsula Railway.
† Referred to in paragraph 1 of the Report on the Bhojpur Railway.

NOTE.—Earnings per mile per week exclude steam-lost

to gross earnings.

11 of Report.)

railway has been amalgamated with the system by which it has been worked.

[illegible]

and proportion of expenses to earnings include steam-boil.

P. T. O.

Appendix 6. Weekly earnings.

APPEN

**Gross earnings (average) of individual
and**

Proportion of working expenses

(Referred to in paragraph

N. N.—When figures cease to be shown under any railway it is to be understood that such

[illegible]

India in the Muller-Hochhaus, C. 1900. 1. F. 1900 and Muller-Hochhaus, C. 1900.

NOTE.—Earnings per mile per week exclude stream-haul.

to gross earnings.

railway has been amalgamated with the system by which it has been worked.

[illegible]

* Includes a 47 miles (75' long), worked over by the Southern Railway.

and proportion of expenses to earnings include steam-b. et.

Appendix 6.
Weekly earnings.

APPEN

Gross earnings (average) of individual
and
Proportion of working expenses

(Referred to in paragraph

N.B.—When figures cease to be shown under any railway it is to be understood that such

RAILWAY.	10 BENGAL AND NORTH-WESTERN RAILWAY SYSTEM (1,500 miles)						17 ROHILKUND AND KUTUBAWAN RAILWAY SYSTEM. (244 miles)								JODHPUR- MIRJAPUR RAILWAY SYSTEM. (100 miles)			
	(a) Bengal and North-Western, (1,500 miles)		(b) Litham, (173 miles)		(c) Sunderland, (1,500 miles)		(d) Rohilkund and Kutubawan, (244 miles)		(e) Litham-Barnby, (173 miles)		(f) Litham-Barnby, (173 miles)		(g) Litham-Barnby, (173 miles)		(h) Litham-Barnby, (173 miles)		(i) Litham-Barnby, (173 miles)	
	Earnings per mile per week.		Earnings per mile per week.		Earnings per mile per week.		Earnings per mile per week.		Earnings per mile per week.		Earnings per mile per week.		Earnings per mile per week.		Earnings per mile per week.		Earnings per mile per week.	
	Calendar year.	Proportion of earnings to costs.	Calendar year.	Proportion of earnings to costs.	Calendar year.	Proportion of earnings to costs.	Calendar year.	Proportion of earnings to costs.	Calendar year.	Proportion of earnings to costs.	Calendar year.	Proportion of earnings to costs.	Calendar year.	Proportion of earnings to costs.	Calendar year.	Proportion of earnings to costs.	Calendar year.	Proportion of earnings to costs.
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Note.—Earnings per mile per week exclude steam-haul

* railways per mile per week.

to gross earnings.

11 of Report.)

railway has been amalgamated with the system by which it has been worked.

18 RIKANEER RAILWAY SYSTEM (7,207 MILES)				20 BHAVNAGAR-GONDAL JUNAGADH-PORBANDAR RAIL WAY SYSTEM (1,514 MILES)				21 SOUTHERN MAHARATTA RAILWAY SYSTEM (1,320 MILES)				Rail- way.											
(b) Bikaner section (197 1/2 miles)		(c) Jaipur-Hyderabad section (129 miles)		19 UDIAIPUR CHILLOR (720 MILES)		(a) Phalva or Gandhinagar (12 1/4 miles)		(b) Junagadh (51 1/2 miles)		(c) Porbandar (2 1/2 miles)			(d) Tharavada (2 1/2 miles)		(e) Southern Rajputana (1,320 miles)		(f) Mysore section (196 3/4 miles)		(g) Gandhinagar frontier (110 1/2 miles)				
Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings				
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...	81	59 25	66	64 11	...	1882				
...	81	51 17	67	67 20	...	1883				
...	103	51 10	67	51 22	...	1884				
...	68	51 10	64	51 12	...	1885				
...	103	51 10	...	...	...	...	...	...	64	51 12	...	1886				
...	66	51 10	...	...	...	...	...	...	81	71 11	...	1887				
...	109	51 10	...	...	...	...	...	...	80	71 11	...	1888				
...	97	50 15	...	...	...	...	...	...	80	71 11	...	1889				
...	91	50 11	...	...	...	...	...	...	80	71 11	...	1890				
...	85	67 10	...	...	...	...	...	...	48	65 10	...	1901				
...	91	72 10	...	...	...	...	...	...	82	66 00	...	1902				
...	110	50 02	...	...	...	...	...	...	106	59 00	...	1903				
...	106	10 01	...	...	...	...	...	...	106	63 44	...	1904				
...	111	50 01	...	...	...	...	...	...	119	50 01	...	1905				
...	114	50 00	124	50 01	...	1906				
...	105	55 01	41	55 13	85	58 72	110	50 00	122	57 04	102	50 10	1897	
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...	62	50 21	107	40 00	81	50 20	45	60 41	...	108	67 72	60	68 07	62	60 62	1899
...	113	48 27	51	60 10	84	57 17	53	60 01	...	110	64 00	80	65 77	70	63 81	1900
...	80	55 70	48	62 20	73	61 17	41	74 53	...	107	70 30	61	71 55	72	60 45	1901

* Information not available.

* 1/4 proportion of expenses to earnings includes steam-haul.

Appendix 6.
Weekly earnings.

APPEN

*Gross earnings (average) of individual
and
Proportion of working expenses*
(Referred to in paragraph

A. B. — When figures cease to be shown under any railway it is to be understood that such

RAILWAY	21 SOUTHERN MAFRAITA RAILWAY SYSTEM (1,122 to 1,124 miles)								22 WEST OF INDIA (1,125 to 1,126 miles)		23 SOUTH INDIAN RAILWAY SYSTEM (1,127 to 1,128 miles)								24 BURMA, 3 dP. (1,129 to 1,130 miles)	
	(d) Hindover, Yearly Average 1,125 miles		(e) Hindover, Yearly Average 1,125 miles		(f) Kishor, Yearly Average 1,125 miles		(g) Muzer, Yearly Average 1,125 miles				(h) and (i) South India 1,127 miles		(j) Tatpore District 1,127 miles		(k) Karabli District 1,127 miles					
	Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings			Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings	Earnings per mile per week	Pro of exp. to earnings		
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Information not available.

Note.—Earnings per mile per week exclude steam-haul.

CLAS OF RAILWAYS										STATE LINES								
GAUGE.										5'								
Class No.										1 (a)				3 (a)				
Railway.										EAST INDIAN				BENGAL				
Calendar year.	Capital withdrawn to end of each year	Capital expenditure to end of each year	Traffic in tons	Net traffic earnings	Per cent on Capital outlay	Interest	Annuity	Company's share of net traffic receipts.	Gain or loss to the State	Capital expenditure to end of each year	Gross earnings	Net traffic earnings						
													Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1879	31,47,720	11,17,111	1,00,00,000	4,14,472	8.3	1,45,74,393	..	61,75,777	1,50,11,301	..	..	..	..	..	..	..	..	..
1880	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	..	1,75,75,000	1,70,10,000	..	..	..	..	..	..	..	..	..
1881	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	..	..	..	..	..	..	..	..
1882	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1883	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1884	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1885	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1886	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1887	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1888	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1889	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1890	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1891	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1892	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1893	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1894	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1895	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1896	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1897	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1898	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1899	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1900	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000
1901	..	1,11,111	1,00,00,000	4,14,472	7.5	1,39,20,863	1,75,75,000	2,00,10,000	1,70,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000	1,00,10,000

* Including 1% 3,51,00,000 on account of

† Including annuity charges, &c.

‡ The gain in 1900 was due to

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Ahmedabad-Patanchi	60	East Indian	69	Calcutta-Mysore	2
Amraoti	61	British India	61	Calcutta-Mysore (British section)	3
Assam Bengal	62	British India (Native state section)	62	Calcutta-Mysore (Native state section)	4
Bombay	63	British India (Native state section)	63	Calcutta-Mysore (Native state section)	5
Bombay and North Western (Company's section)	64	British India (Native state section)	64	Calcutta-Mysore (Native state section)	6
Bombay Central	65	British India (Native state section)	65	Calcutta-Mysore (Native state section)	7
Bombay Eastern	66	British India (Native state section)	66	Calcutta-Mysore (Native state section)	8
Bombay Extension	67	British India (Native state section)	67	Calcutta-Mysore (Native state section)	9
Bombay Western	68	British India (Native state section)	68	Calcutta-Mysore (Native state section)	10
Bombay Western (Native state section)	69	British India (Native state section)	69	Calcutta-Mysore (Native state section)	11
Bombay Western (Native state section)	70	British India (Native state section)	70	Calcutta-Mysore (Native state section)	12
Bombay Western (Native state section)	71	British India (Native state section)	71	Calcutta-Mysore (Native state section)	13
Bombay Western (Native state section)	72	British India (Native state section)	72	Calcutta-Mysore (Native state section)	14
Bombay Western (Native state section)	73	British India (Native state section)	73	Calcutta-Mysore (Native state section)	15
Bombay Western (Native state section)	74	British India (Native state section)	74	Calcutta-Mysore (Native state section)	16
Bombay Western (Native state section)	75	British India (Native state section)	75	Calcutta-Mysore (Native state section)	17
Bombay Western (Native state section)	76	British India (Native state section)	76	Calcutta-Mysore (Native state section)	18
Bombay Western (Native state section)	77	British India (Native state section)	77	Calcutta-Mysore (Native state section)	19
Bombay Western (Native state section)	78	British India (Native state section)	78	Calcutta-Mysore (Native state section)	20
Bombay Western (Native state section)	79	British India (Native state section)	79	Calcutta-Mysore (Native state section)	21
Bombay Western (Native state section)	80	British India (Native state section)	80	Calcutta-Mysore (Native state section)	22
Bombay Western (Native state section)	81	British India (Native state section)	81	Calcutta-Mysore (Native state section)	23
Bombay Western (Native state section)	82	British India (Native state section)	82	Calcutta-Mysore (Native state section)	24
Bombay Western (Native state section)	83	British India (Native state section)	83	Calcutta-Mysore (Native state section)	25
Bombay Western (Native state section)	84	British India (Native state section)	84	Calcutta-Mysore (Native state section)	26
Bombay Western (Native state section)	85	British India (Native state section)	85	Calcutta-Mysore (Native state section)	27
Bombay Western (Native state section)	86	British India (Native state section)	86	Calcutta-Mysore (Native state section)	28
Bombay Western (Native state section)	87	British India (Native state section)	87	Calcutta-Mysore (Native state section)	29
Bombay Western (Native state section)	88	British India (Native state section)	88	Calcutta-Mysore (Native state section)	30
Bombay Western (Native state section)	89	British India (Native state section)	89	Calcutta-Mysore (Native state section)	31
Bombay Western (Native state section)	90	British India (Native state section)	90	Calcutta-Mysore (Native state section)	32
Bombay Western (Native state section)	91	British India (Native state section)	91	Calcutta-Mysore (Native state section)	33
Bombay Western (Native state section)	92	British India (Native state section)	92	Calcutta-Mysore (Native state section)	34
Bombay Western (Native state section)	93	British India (Native state section)	93	Calcutta-Mysore (Native state section)	35
Bombay Western (Native state section)	94	British India (Native state section)	94	Calcutta-Mysore (Native state section)	36
Bombay Western (Native state section)	95	British India (Native state section)	95	Calcutta-Mysore (Native state section)	37
Bombay Western (Native state section)	96	British India (Native state section)	96	Calcutta-Mysore (Native state section)	38
Bombay Western (Native state section)	97	British India (Native state section)	97	Calcutta-Mysore (Native state section)	39
Bombay Western (Native state section)	98	British India (Native state section)	98	Calcutta-Mysore (Native state section)	40
Bombay Western (Native state section)	99	British India (Native state section)	99	Calcutta-Mysore (Native state section)	41
Bombay Western (Native state section)	100	British India (Native state section)	100	Calcutta-Mysore (Native state section)	42

Appendix 7. Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAY					STATE LINE									
GAUGE					MILEAGE									
CLASS NO.					MILEAGE									
RAILWAY					PASSENGER					FREIGHT				
Calendar year	Capital expended for the year	Gross earnings	Net operating earnings	Operating expenses	Income	Operating expenses	Gross earnings	Net operating earnings	Operating expenses	Income	Operating expenses	Net operating earnings	Income	Operating expenses
	P.	P.	P.	P.	I.	P.	P.	P.	P.	P.	P.	P.	P.	P.
1890	1,275,000	4,000,000	2,500,000	1,500,000	4,000,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000
1891	1,275,000	4,000,000	2,500,000	1,500,000	4,000,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000
1892	1,275,000	4,000,000	2,500,000	1,500,000	4,000,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000
1893	1,275,000	4,000,000	2,500,000	1,500,000	4,000,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000
1894	1,275,000	4,000,000	2,500,000	1,500,000	4,000,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000
1895	1,275,000	4,000,000	2,500,000	1,500,000	4,000,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000
1896	1,275,000	4,000,000	2,500,000	1,500,000	4,000,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000
1897	1,275,000	4,000,000	2,500,000	1,500,000	4,000,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000
1898	1,275,000	4,000,000	2,500,000	1,500,000	4,000,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000
1899	1,275,000	4,000,000	2,500,000	1,500,000	4,000,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000
1900	1,275,000	4,000,000	2,500,000	1,500,000	4,000,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000	1,500,000	1,275,000	2,500,000

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Gain or loss.

WORKED BY COMPANIES

WORKED BY COMPANIES									CLASS OF RAILWAYS.
S' 6'									GAUGE.
S' 6'									Class No
GREAT INDIAN PENINSULA									Railway
Capital with loan for ex- penditure to end of each year	Capital with loan to end of each year	Income	Net Profit	Percentage on Capital employed	Construction in progress	Assets	Liabilities	Gross Profit	Calendar year
L	R	R	P		R	R	P	P	
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1870
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1871
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1872
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1873
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1874
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1875
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1876
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1877
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1878
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1879
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1880
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1881
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1882
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1883
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1884
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1885
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1886
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1887
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1888
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1889
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1890
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1891
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1892
23,000,000	23,000,000	23,000,000	23,000,000	100%	23,000,000	23,000,000	23,000,000	23,000,000	1893
23,000,000	23,000,000	23,000,000	23,000,000						

9. I am a good leader of people.

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		P. 19
1	Albuquerque, N. M.	11
2	Albuquerque, N. M.	11
3	Albuquerque, N. M.	11
4	Albuquerque, N. M.	11
5	Albuquerque, N. M.	11
6	Albuquerque, N. M.	11
7	Albuquerque, N. M.	11
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12	Albuquerque, N. M.	11
13	Albuquerque, N. M.	11
14	Albuquerque, N. M.	11
15	Albuquerque, N. M.	11
16	Albuquerque, N. M.	11
17	Albuquerque, N. M.	11
18	Albuquerque, N. M.	11
19	Albuquerque, N. M.	11
20	Albuquerque, N. M.	11
21	Albuquerque, N. M.	11
22	Albuquerque, N. M.	11
23	Albuquerque, N. M.	11
24	Albuquerque, N. M.	11
25	Albuquerque, N. M.	11
26	Albuquerque, N. M.	11
27	Albuquerque, N. M.	11
28	Albuquerque, N. M.	11
29	Albuquerque, N. M.	11
30	Albuquerque, N. M.	11
31	Albuquerque, N. M.	11
32	Albuquerque, N. M.	11
33	Albuquerque, N. M.	11
34	Albuquerque, N. M.	11
35	Albuquerque, N. M.	11
36	Albuquerque, N. M.	11
37	Albuquerque, N. M.	11
38	Albuquerque, N. M.	11
39	Albuquerque, N. M.	11
40	Albuquerque, N. M.	11
41	Albuquerque, N. M.	11
42	Albuquerque, N. M.	11
43	Albuquerque, N. M.	11
44	Albuquerque, N. M.	11
45	Albuquerque, N. M.	11
46	Albuquerque, N. M.	11
47	Albuquerque, N. M.	11
48	Albuquerque, N. M.	11
49	Albuquerque, N. M.	11
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51	Albuquerque, N. M.	11
52	Albuquerque, N. M.	11
53	Albuquerque, N. M.	11
54	Albuquerque, N. M.	11
55	Albuquerque, N. M.	11
56	Albuquerque, N. M.	11
57	Albuquerque, N. M.	11
58	Albuquerque, N. M.	11
59	Albuquerque, N. M.	11
60	Albuquerque, N. M.	11
61	Albuquerque, N. M.	11
62	Albuquerque, N. M.	11
63	Albuquerque, N. M.	11
64	Albuquerque, N. M.	11
65	Albuquerque, N. M.	11
66	Albuquerque, N. M.	11
67	Albuquerque, N. M.	11
68	Albuquerque, N. M.	11
69	Albuquerque, N. M.	11
70	Albuquerque, N. M.	11
71	Albuquerque, N. M.	11
72	Albuquerque, N. M.	11
73	Albuquerque, N. M.	11
74	Albuquerque, N. M.	11
75	Albuquerque, N. M.	11
76	Albuquerque, N. M.	11
77	Albuquerque, N. M.	11
78	Albuquerque, N. M.	11
79	Albuquerque, N. M.	11
80	Albuquerque, N. M.	11
81	Albuquerque, N. M.	11
82	Albuquerque, N. M.	11
83	Albuquerque, N. M.	11
84	Albuquerque, N. M.	11
85	Albuquerque, N. M.	11
86	Albuquerque, N. M.	11
87	Albuquerque, N. M.	11
88	Albuquerque, N. M.	11
89	Albuquerque, N. M.	11
90	Albuquerque, N. M.	11
91	Albuquerque, N. M.	11
92	Albuquerque, N. M.	11
93	Albuquerque, N. M.	11
94	Albuquerque, N. M.	11
95	Albuquerque, N. M.	11
96	Albuquerque, N. M.	11
97	Albuquerque, N. M.	11
98	Albuquerque, N. M.	11
99	Albuquerque, N. M.	11
100	Albuquerque, N. M.	11

Appendix 7.

Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraph 4)

CLASS RAILWAYS.		STATION LINES.									
GAUGE.		5' 6"									
Class No.		INDIA & MIDLAND						BHOPAL-DEWAS			
Calendar year.	Railway.	Capital expenditure in total of each year.	Gross earnings.	Net traffic earnings.	Percent of Capital outlay.	Interest.	Contingency share of net traffic.	Gain or loss to the State.	Capital expenditure in total of each year.	Gross earnings.	Net traffic earnings.
		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1870	"	7,12,551	10,211	— 31,77	"	3,69,17	"	— 3,17,95	"	"	"
1880	"	11,13,850	2,12,1	2,12,1	6"	7,57,02	"	— 3,37,49	"	"	"
1891	"	16,10,151	3,01,281	78,34	0 91	1,41,809	"	— 2,70,46	"	"	"
1890	"	17,11,711	3,11,281	92,31	1 "	3,47,30	"	— 2,55,07	12,50,000	"	"
1883	"	12,12,537	1,11,111	1,50,71	1 72	3,57,750	"	— 1,11,713	12,50,000	"	"
1884	"	1,11,68,111	1,68,32	1,68,60	1 12	1,74,11	"	— 2,01,51	12,50,000	7,664	— 1,406
1892	"	1,11,14,10	3,11,181	1,07,06	1 04	1,45,112	"	— 4,40,43	12,50,000	27,12	— 2,874
1890	"	2,14,16,21	3,11,81	2,14,52	0 56	1,11,10,01	"	— 16,54,74	12,50,000	27,922	— 3,11
1891	"	5,10,68,127	1,12,101	2,11,11	0 11	2,10,110	"	— 17,22,141	12,50,000	46,22	1,150
1892	"	6,16,13,21	1,17,11	1,20,11	0	2,11,15	"	— 21,01,0	12,50,000	11,117	5,11
1893	"	1,4,15,0	1,11,11	1,11,11	1	1,11,11	"	— 1,11,11	1,11,11	7,11	1,11,11
1894	"	1,11,11,11	1,11,11	1,11,11	0	1,11,11	"	— 1,11,11	1,11,11	1,11	— 1,11,11
1895	"	1,11,11,11	1,11,11	1,11,11	1	1,11,11	"	— 1,11,11	1,11,11	1,11,11	4,11,11
1896	"	1,11,11,11	1,11,11	1,11,11	1 12	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1897	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1898	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1899	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1900	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1901	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1902	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1903	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1904	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1905	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1906	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1907	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1908	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1909	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11
1910	"	1,11,11,11	1,11,11	1,11,11	1 05	1,11,11	"	— 1,11,11	1,11,11	1,11,11	5,11,11

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[illegible]

income derived by railways which are not guaranteed by the State.

(11, 14, 48 and 50 of Report)

WORKED BY COMPANIES									CLAS. OF RAILWAYS
5' 6"									Gauge.
8 (c)	10 (b)								Class No.
(BRITISH SECTION).	DEWARA EXTENSION								Railway.
Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure in the year.	Capital expenditure in the year.	Net traffic revenue.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Calendar year.
Rs.	Rs.	Rs.	Rs.	P.	Rs.	Rs.	Rs.	Rs.	
...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	1881
...	50,000	-5,000	...	...	...	...	...	...	1882
...	50,000	-5,000	...	...	...	...	...	...	1883
...	50,000	-5,000	...	...	...	...	...	...	1884
...	50,000	-5,000	...	...	...	...	...	...	1885
...	50,000	-5,000	...	...	...	...	...	...	1886
...	50,000	-5,000	...	...	...	...	...	...	1887
...	50,000	-5,000	...	...	...	...	...	...	1888
...	50,000	-5,000	...	...	...	...	...	...	1889
...	50,000	-5,000	...	...	...	...	...	...	1890
...	50,000	-5,000	...	...	...	...	...	...	1891
...	50,000	-5,000	...	...	...	...	...	...	1892
...	50,000	-5,000	...	...	...	...	...	...	1893
...	50,000	-5,000	...	...	...	...	...	...	1894
...	50,000	-5,000	...	...	...	...	...	...	1895
...	50,000	-5,000	...	...	...	...	...	...	1896
...	50,000	-5,000	...	...	...	...	...	...	1897
...	50,000	-5,000	...	...	...	...	...	...	1898
...	50,000	-5,000	...	...	...	...	...	...	1899
...	50,000	-5,000	...	...	...	...	...	...	1900
...	50,000	-5,000	...	...	...	...	...	...	1901
...	50,000	-5,000	...	...	...	...	...	...	1902
...	50,000	-5,000	...	...	...	...	...	...	1903
...	50,000	-5,000	...	...	...	...	...	...	1904
...	50,000	-5,000	...	...	...	...	...	...	1905
...	50,000	-5,000	...	...	...	...	...	...	1906
...	50,000	-5,000	...	...	...	...	...	...	1907
...	50,000	-5,000	...	...	...	...	...	...	1908
...	50,000	-5,000	...	...	...	...	...	...	1909
...	50,000	-5,000	...	...	...	...	...	...	1910
...	50,000	-5,000	...	...	...	...	...	...	1911
...	50,000	-5,000	...	...	...	...	...	...	1912
...	50,000	-5,000	...	...	...	...	...	...	1913
...	50,000	-5,000	...	...	...	...	...	...	1914
...	50,000	-5,000	...	...	...	...	...	...	1915
...	50,000	-5,000	...	...	...	...	...	...	1916
...	50,000	-5,000	...	...	...	...	...	...	1917
...	50,000	-5,000	...	...	...	...	...	...	1918
...	50,000	-5,000	...	...	...	...	...	...	1919
...	50,000	-5,000	...	...	...	...	...	...	1920
...	50,000	-5,000	...	...	...	...	...	...	1921
...	50,000	-5,000	...	...	...	...	...	...	1922
...	50,000	-5,000	...	...	...	...	...	...	1923
...	50,000	-5,000	...	...	...	...	...	...	1924
...	50,000	-5,000	...	...	...	...	...	...	1925
...	50,000	-5,000	...	...	...	...	...	...	1926
...	50,000	-5,000	...	...	...	...	...	...	1927
...	50,000	-5,000	...	...	...	...	...	...	1928
...	50,000	-5,000	...	...	...	...	...	...	1929
...	50,000	-5,000	...	...	...	...	...	...	1930
...	50,000	-5,000	...	...	...	...	...	...	1931
...	50,000	-5,000	...	...	...	...	...	...	1932
...	50,000	-5,000	...	...	...	...	...	...	1933
...	50,000	-5,000	...	...	...	...	...	...	1934
...	50,000	-5,000	...	...	...	...	...	...	1935
...	50,000	-5,000	...	...	...	...	...	...	1936
...	50,000	-5,000	...	...	...	...	...	...	1937
...	50,000	-5,000	...	...	...	...	...	...	1938
...	50,000	-5,000	...	...	...	...	...	...	1939
...	50,000	-5,000	...	...	...	...	...	...	1940
...	50,000	-5,000	...	...	...	...	...	...	1941
...	50,000	-5,000	...	...	...	...	...	...	1942
...	50,000	-5,000	...	...	...	...	...	...	1943
...	50,000	-5,000	...	...	...	...	...	...	1944
...	50,000	-5,000	...	...	...	...	...	...	1945
...	50,000	-5,000	...	...	...	...	...	...	1946
...	50,000	-5,000	...	...	...	...	...	...	1947
...	50,000	-5,000	...	...	...	...	...	...	1948
...	50,000	-5,000	...	...	...	...	...	...	1949
...	50,000	-5,000	...	...	...	...	...	...	1950
...	50,000	-5,000	...	...	...	...	...	...	1951
...	50,000	-5,000	...	...	...	...	...	...	1952
...	50,000	-5,000	...	...	...	...	...	...	1953
...	50,000	-5,000	...	...	...	...	...	...	1954
...	50,000	-5,000	...	...	...	...	...	...	1955
...	50,000	-5,000	...	...	...	...	...	...	1956
...	50,000	-5,000	...	...	...	...	...	...	1957
...	50,000	-5,000	...	...	...	...	...	...	1958
...	50,000	-5,000	...	...	...	...	...	...	1959
...	50,000	-5,000	...	...	...	...	...	...	1960
...	50,000	-5,000	...	...	...	...	...	...	1961
...	50,000	-5,000	...	...	...	...	...	...	1962
...	50,000	-5,000	...	...	...	...	...	...	1963
...	50,000	-5,000	...	...	...	...	...	...	1964
...	50,000	-5,000	...	...	...	...	...	...	1965
...	50,000	-5,000	...	...	...	...	...	...	1966
...	50,000	-5,000	...	...	...	...	...	...	1967
...	50,000	-5,000	...	...	...	...	...	...	1968
...	50,000	-5,000	...	...	...	...	...	...	1969
...	50,000	-5,000	...	...	...	...	...	...	1970
...	50,000	-5,000	...	...	...	...	...	...	1971
...	50,000	-5,000	...	...	...	...	...	...	1972
...	50,000	-5,000	...	...	...	...	...	...	1973
...	50,000	-5,000	...	...	...	...	...	...	1974
...	50,000	-5,000	...	...	...	...	...	...	1975
...	50,000	-5,000	...	...	...	...	...	...	1976
...	50,000	-5,000	...	...	...	...	...	...	1977
...	50,000	-5,000	...	...	...	...	...	...	1978
...	50,000	-5,000	...	...	...	...	...	...	1979
...	50,000	-5,000	...	...	...	...	...	...	1980
...	50,000	-5,000	...	...	...	...	...	...	1981
...	50,000	-5,000	...	...	...	...	...	...	1982
...	50,000	-5,000	...	...	...	...	...	...	1983
...	50,000	-5,000	...	...	...	...	...	...	1984
...	50,000	-5,000	...	...	...	...	...	...	1985
...	50,000	-5,000	...	...	...	...	...	...	1986
...	50,000	-5,000	...	...	...	...	...	...	1987
...	50,000	-5,000	...	...	...	...	...	...	1988
...	50,000	-5,000	...	...	...	...	...	...	1989
...	50,000	-5,000	...	...	...	...	...	...	1990
...	50,000	-5,000	...	...	...	...	...	...	1991
...	50,000	-5,000	...	...	...	...	...	...	1992
...	50,000	-5,000	...	...	...	...	...	...	1993
...	50,000	-5,000	...	...	...	...	...	...	1994
...	50,000	-5,000	...	...	...	...	...	...	1995
...	50,000	-5,000	1996
...	50,000	-5,000	1997
...	50,000	-5,000	1998
...	50,000	-5,000	1999
...	50,000	-5,000	2000

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Appendix 7:
Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS.		STATE LINES									
Gauge.		5 ft.							3 ft. 6 in.		
Class. No.		11 (A).							9 (C) and (D)		
Railway.		MADRAS (NORTH EAST LINE)							RAJPUTANAS		
Calendar year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percent on Capital to day.	Interest.	Losses and profits to end of each year.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1879	7,00,000	1,00,000	15,00,000	
1880	1,10,000	1,10,000	15,00,000	
1881	1,10,000	1,10,000	15,00,000	
1882	1,10,000	1,10,000	15,00,000	
1883	1,10,000	1,10,000	15,00,000	
1884	1,10,000	1,10,000	15,00,000	
1885	1,10,000	1,10,000	15,00,000	
1886	1,10,000	1,10,000	15,00,000	
1887	1,10,000	1,10,000	15,00,000	
1888	1,10,000	1,10,000	15,00,000	
1889	1,10,000	1,10,000	15,00,000	
1890	1,10,000	1,10,000	15,00,000	
1891	1,10,000	1,10,000	15,00,000	
1892	1,10,000	1,10,000	15,00,000	
1893	1,10,000	1,10,000	15,00,000	
1894	1,10,000	1,10,000	15,00,000	
1895	1,10,000	1,10,000	15,00,000	
1896	1,10,000	1,10,000	15,00,000	
1897	1,10,000	1,10,000	15,00,000	
1898	1,10,000	1,10,000	15,00,000	
1899	1,10,000	1,10,000	15,00,000	
1900	1,10,000	1,10,000	15,00,000	

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income derived by railways which are not guaranteed by the State.

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137	137	137
138	138	138
139	139	139
140	140	140
141	141	141
142	142	142
143	143	143
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146	146	146
147	147	147
148	148	148
149	149	149
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income derived by railways which are not guaranteed by the State.

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WORKED BY COMPANIES.

WORKED BY COMPANIES.													CLASS OF RAILWAYS.
31 st													Gauge.
17 (b)							18 (c).						Class No.
LUCKNOW-BARRUTY							JOHN P. & HYDERABAD (BRITISH SECTION)						Railway.
Capital expenditure to end of each year	Gross earnings.	Net traffic earnings.	Percent age on Capital outlay.	Interest	Company's share of net traffic interest.	Gain or loss to the State	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay	Interest	Gain or loss to the State	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
													1879
													1880
													1881
													1882
4,84,015				11,102		-11,102							1883
13,43,000	10,730	830	0.00	36.57		-35,733							1884
													1885
25,45,567	82,827	17,243	0.69	5,217		-9,101							1886
42,16,146	1,15,000	26,720	0.61	1,15,570		-1,19,841							1887
52,24,421	2,92,470	67,124	1.30	1,65,046		-1,17,122							1888
													1889
52,92,870	3,52,120	99,031	1.87	2,01,003		-1,04,472							1890
54,56,585	4,22,231	1,17,405	2.10	2,16,150		-10,121							1891
60,13,824	4,56,714	1,32,315	2.12	2,10,000		-10,000							1892
													1893
70,17,816	1,00,000	1,00,000	2.10	2,10,000		-99,000	2,10,400				5,100	-5,100	1894
81,00,000	1,00,000	2,00,000	3.00	2,00,000	11,000	11,000	10,00,000	1,00,000	-1,00,000		5,00,000	-5,00,000	1895
81,00,000	70,000	1,00,000	1.00	2,00,000	2,000	-1,00,000	1,00,000	1,00,000	0.00	0.00	0.00	-0.00	1896
													1897
90,00,000	1,00,000	1,00,000	5.00	1,00,000	2,000	+2,000	1,00,000	1,00,000	0.00	0.00	68,000	-3,000	1898
87,22,000	1,00,000	1,00,000	5.00	1,00,000	1,000	-1,000	1,00,000	1,00,000	0.00	0.00	71,000	-24,471	1899
80,00,000	1,00,000	1,00,000	5.00	1,00,000	1,000	-1,000	1,00,000	1,00,000	0.00	0.00	71,000	-7,000	1900
													1901
93,02,715	2,00,000	2,00,000	3.00	2,00,000	20,000	-5,751	10,00,000	2,00,000	5,000	3.23	72,000	-14,000	1902
94,00,000	10,00,000	10,00,000	5.22	10,00,000	1,00,000	+1,00,000	10,00,000	2,00,000	70,000	3.50	72,000	-7,000	1903
94,07,483	12,00,000	10,00,000	6.00	10,00,000	1,00,000	+1,00,000	10,00,000	2,00,000	80,000	6.00	1,00,000	-15,000	1904
													1905
95,21,432	10,00,000	10,00,000	6.00	10,00,000	1,00,000	+1,00,000	10,00,000	1,00,000	80,000	6.00	1,00,000	-1,00,000	1906
1,01,83,241	13,00,000	10,00,000	7.11	10,00,000	1,00,000	+2,00,000	1,00,000	4,00,000	1,00,000	4.17	1,00,000	+2,00,000	1907

* Including the Hyderabad-Nagpur section.

+ The gain in output was due to the convection of the line which previously was only partially open

Jorhat	Nam's Guaranteed State		Pag.	Dalhousie and Lumsden	Pag.
Karikkal-Peralam	North Western State			Singapore Island	61
Khamgaon	Bong-ho-Dogri			South India	
Kolar Gold-fields	Oodhi and Poth Band State			South Indian	42
Kolhapur	Lalampur-Bhoja (State prison)			South of Malabar	40
Lado and Likak Margherita Cullery.	Lalampur-Bhoja (Darker portion)			South of Punjab	
Lucknow-Harcillv	Pattolambay (Amul-Lalpur section)			Tampore District Board (Mayavaran)	
Ludhiana-Dhuri Jakhai	Pottol Cambay (Tarnapur-Cambay section)			Mutueti	
Madras	Pondicherry		81	Upper Valley	
Madras (North East line).	Powayan Light		61	Lower Valley-Magra	
Morvi	Rupur Dhamtari			Imal-shwar	
Mymensingh-Jamalpur-Jagannath-ganj.	Rupura		75	Tajpur-Gabpara	
Mysore-Nanjangoud	Rupura Bhatinda			Inland State	
Mysore section (Southern Malabar)	Rupurana Malwa			Calcutta-Siberia	
Nagda-Ujjain	Lanaghat-Kumbhagar			Wardha Coast	
Nalgiri				West of India Portuguese	

income derived by railways which are not guaranteed by the State.

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WORKED BY COMPANIES.										CLASS OF RAILWAYS
1913										Class No.
GUNTAKAL-MUMBAI PORTERS.										Railway
Per cent on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Interest on Capital.	Interest.	Gain or loss to the State.	Calcular No.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
...	23,060	...	- 2,590	...	...	...	...	...	...	1, 2
...	68,000	...	- 5,000	...	...	...	...	...	...	3
1 17	5,592	...	- 4,000	...	...	...	...	...	...	4
2 25	1,000	...	- 1,000	...	...	...	...	...	...	5
1 73	2,000	...	- 1,000	...	...	...	...	...	...	6
2 51	2,000	...	- 7,000	...	...	...	...	...	...	7
1 20	2,000	...	- 43,000	...	...	...	...	...	...	8
1 40	5,000	...	- 4,000	...	...	...	...	...	...	9
1 50	6,000	...	- 9,000	...	...	...	...	...	...	10
0 12	9,000	...	- 11,000	...	...	...	...	...	...	11
5 1	7,000	...	- 1,000	...	...	...	...	...	...	12
10 1	6,000	...	- 4,000	...	...	...	...	...	...	13
2 01	6,000	...	- 1,000	...	...	...	...	...	...	14
3 06	7,000	...	- 1,000	...	...	...	...	...	...	15
4 01	7,000	...	- 2,000	...	...	...	...	...	...	16
3 21	8,000	...	- 1,000	...	...	...	...	...	...	17
4 25	8,000	...	- 3,000	...	...	...	...	...	...	18
4 48	8,000	...	- 3,000	...	...	...	...	...	...	19
5 21	7,000	...	- 1,000	20
2 07	7,000	...	- 1,000	21
2 10	7,000	...	- 1,000	22
2 07	7,000	...	- 1,000	23
2 55	7,000	...	- 1,000	24

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income derived by railways which are not guaranteed by the State.

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WORKED BY COMPANIES—(contd.)

WORKED BY COMPANIES—(contd.)													CLASS OF RAILWAYS
													GAUGE.
													Class No.
													Railway
23 (b)						24 (a)							
INDIAN DISTRICT BOARD (MALAYALAM)						HUPMA							
Capital expenditure at end of each year.	Gross earnings.	Net traffic earnings.	Per cent on Capital outlay.	Interest.	Gross or loss to the State.	Capital expenditure at end of each year.	Gross earnings.	Net traffic earnings.	Per cent on Capital outlay.	Interest.	Company's share of net receipts.	Gross or loss to the State.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
"	"	"	"	"	"	1,17,265 7	9,55,011	1,41,154	114	5,47,115	"	-4,00,007	1879
"	"	"	"	"	"	1,12,519	13,12,710	5,1,008	413	5,62,317	"	-41,276	1880
"	"	"	"	"	"	1,26,120	15,41,600	6,15,000	413	5,1,110	"	+51,557	1881
"	"	"	"	"	"	1,77,392 2	15,77,200	1,50,000	111	6,50,000	"	+6,401	1882
"	"	"	"	"	"	1,19,720	1,96,150	90,000	111	4,90,000	"	-1,90,322	1883
"	"	"	"	"	"	1,63,700	21,01,000	1,1,000	111	6,00,000	"	-1,47,000	1884
"	"	"	"	"	"	1,00,000	21,00,000	1,1,000	111	6,00,000	"	-5,50,000	1885
"	"	"	"	"	"	2,50,000	21,00,000	5,1,000	110	1,50,000	"	-3,00,000	1886
"	"	"	"	"	"	2,00,000	1,50,000	1,00,000	111	1,15,000	"	+2,40,000	1887
"	"	"	"	"	"	40,000	1,70,000	1,1,000	111	1,10,000	"	-5,00,000	1888
"	"	"	"	"	"	1,40,000	1,10,000	1,1,000	111	1,70,000	"	-1,40,000	1889
61,000	"	"	"	10,000	-1,000	10,000	1,10,000	1,1,000	111	1,50,000	"	+2,10,000	1890
4,00,000	"	"	"	10,000	-1,000	10,000	1,10,000	1,1,000	111	1,50,000	"	+1,10,000	1891
1,10,000	"	"	"	10,000	-3,000	6,00,000	1,10,000	1,1,000	111	1,50,000	"	+1,00,000	1892
2,00,000	"	"	"	10,000	-70,000	10,00,000	1,10,000	1,1,000	111	1,50,000	"	-4,00,000	1893
1,00,000	1,00,000	1,00,000	111	10,000	-1,000	1,00,000	1,10,000	1,1,000	111	1,50,000	"	-5,70,000	1894
2,00,000	1,00,000	1,00,000	111	10,000	-2,000	2,00,000	1,10,000	1,1,000	111	1,50,000	"	-2,00,000	1895
1,00,000	1,00,000	1,00,000	111	10,000	+1,000	1,00,000	1,10,000	1,1,000	111	1,50,000	"	-1,50,000	1896
2,00,000	1,00,000	1,00,000	111	10,000	+1,000	1,00,000	1,10,000	1,1,000	111	1,50,000	1,00,000	-1,00,000	1897
2,00,000	1,00,000	1,00,000	111	10,000	-2,000	1,00,000	1,10,000	1,1,000	111	1,50,000	1,00,000	-1,00,000	1898
4,00,000	1,00,000	1,00,000	111	10,000	-1,000	1,00,000	1,10,000	1,1,000	111	1,50,000	1,00,000	-1,00,000	1899
2,00,000	1,00,000	1,00,000	111	10,000	-1,000	1,00,000	1,10,000	1,1,000	111	1,50,000	1,00,000	-1,00,000	1900
3,00,000	1,00,000	1,00,000	111	10,000	-1,000	1,00,000	1,10,000	1,1,000	111	1,50,000	1,00,000	-1,00,000	1901

of premium paid to it from 1981 to 1983, and a
 expense of 137 miles of new line

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income derived by railways which are not guaranteed by the State.

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WORKED BY COMPANIES.								CLASS OF RAIL- WAYS
TOTAL STATE LINES WORKED BY COMPANIES.								GAUGE.
								Class No.
								Railway.
Capital expended to end of each year.	Gross earnings.	Net traffic earnings.	Per cent on Capital outlay	Interest	Annuity.	Com- panies' share of net to the receipts	Gain or loss to the State.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
2,57,76,405	2,12,25,131	4,10,22,140	5.48	3,55,39,511	...	67,40,119	-0,70,213	1879
81,03,42,117	1,11,07,000	4,11,77,523	5.28	4,00,11,008	...	23,04,000	+7,10,000	1880
83,22,21,100	1,05,10,555	5,11,21,240	6.31	2,67,21,777	1,75,12,000	38,97,000	+81,00,000	1881
1,00,00,000	1,00,00,000	5,50,00,000	1.00	1,00,00,000	1,75,12,000	1,00,00,000	+1,00,00,000	1882
1,00,00,000	1,00,00,000	5,50,00,000	1.00	1,00,00,000	1,75,12,000	1,00,00,000	+1,00,00,000	1883
1,00,00,000	1,00,00,000	5,50,00,000	1.00	1,00,00,000	1,75,12,000	1,00,00,000	+1,00,00,000	1884
9,50,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	+7,00,000	1885
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	+7,00,000	1886
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	+10,00,000	1887
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	-1,00,00,000	1888
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	-1,00,00,000	1889
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	-2,00,000	1890
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	+1,00,00,000	1891
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	+1,00,00,000	1892
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	+7,24,000	1893
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	-42,00,000	1894
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	-1,00,00,000	1895
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	-1,00,00,000	1896
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	-1,00,00,000	1897
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	-1,00,00,000	1898
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	+7,00,000	1899
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	+1,00,00,000	1900
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,00,000	1,00,00,000	1,00,00,000	+1,00,00,000	1901

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59	North Western State	80	Lahore District Board (Mayavati- Muzaffargarh)	73	
60	North Western State	81	Lahore District Board (Mayavati- Muzaffargarh)	74	
61	North Western State	82	Lahore District Board (Mayavati- Muzaffargarh)	75	
62	North Western State	83	Lahore District Board (Mayavati- Muzaffargarh)	76	
63	North Western State	84	Lahore District Board (Mayavati- Muzaffargarh)	77	
64	North Western State	85	Lahore District Board (Mayavati- Muzaffargarh)	78	
65	North Western State	86	Lahore District Board (Mayavati- Muzaffargarh)	79	
66	North Western State	87	Lahore District Board (Mayavati- Muzaffargarh)	80	

CLASS OF RAILWAYS		STATE LINES WORKED										
GAUGE		5' 6", 3' 6" and 4' 6".								5' 6".		
Class No.		(a) and (c)										
Railway		EASTERN RAILWAY.								EAST		
Calendar year.	Capital withdrawn to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Portion of capital paid off.	Interest.	Annuity.	Compensation of surplus profits.	Contribution to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.
	£	Rs.	Rs.	Rs.		Rs.	Rs.	£	Rs.	Rs.		Rs.
1879 . . .	5,714,910	6,254,446	60,22,272	25,79,114	4 14	2,00,000	..	3,00,000	-6,00,000	..	..	..
1880 . . .	5,802,558	6,312,125	60,00,000	25,70,000	5 1	2,00,000	..	3,00,000	-6,00,000	..	..	..
1881 . . .	5,802,558	6,312,125	75,00,500	4,00,000	6 0	2,00,000	..	3,00,000	-6,00,000	..	..	..
1882 . . .	6,252,511	6,50,12,546	85,00,400	4,00,000	7 2	2,00,000	..	3,00,000	-6,00,000	..	..	..
1883 . . .	6,433,628	7,01,50,000	80,00,400	4,00,000	8 5	2,00,000	..	3,00,000	-6,00,000	..	..	..
1884 . . .	..	7,01,50,000	78,00,000	4,00,000	9 10	2,00,000	3,00,000	..	+5,00,000	..	..	..
1885 . . .	..	7,01,50,000	78,00,000	4,00,000	10 1	2,00,000	3,00,000	..	-5,00,000	..	..	..
1886 . . .	..	8,00,00,000	82,73,918	30,00,000	11 4	2,00,000	3,00,000	..	-1,00,000	..	..	..
1887 . . .	..	9,00,00,000	94,30,000	4,00,000	12 5	2,00,000	3,00,000	..	-1,00,000	..	..	..
1888 . . .	..	10,00,00,000	1,00,00,000	5,00,000	13 6	2,00,000	3,00,000	..	-4,00,000	..	..	..
1889 . . .	..	11,00,00,000	1,10,00,000	6,00,000	14 7	2,00,000	3,00,000	..	+1,00,000	..	..	..
1890 . . .	..	12,00,00,000	1,20,00,000	7,00,000	15 8	2,00,000	3,00,000	..	+1,00,000	3,00,000	..	..
1891 . . .	..	13,00,00,000	1,30,00,000	8,00,000	16 9	2,00,000	3,00,000	..	+1,00,000	3,00,000	..	..
1892 . . .	..	14,00,00,000	1,40,00,000	9,00,000	17 10	2,00,000	3,00,000	..	+1,00,000	3,00,000	..	..
1893 . . .	..	15,00,00,000	1,50,00,000	10,00,000	18 11	2,00,000	3,00,000	..	+1,00,000	3,00,000	4,00,000	1,00,000
1894 . . .	..	16,00,00,000	1,60,00,000	11,00,000	19 12	2,00,000	3,00,000	..	+1,00,000	4,00,000	14,00,000	1,00,000
1895 . . .	..	17,00,00,000	1,70,00,000	12,00,000	20 1	2,00,000	3,00,000	..	+1,00,000	5,00,000	15,00,000	1,00,000
1896 . . .	..	18,00,00,000	1,80,00,000	13,00,000	21 2	2,00,000	3,00,000	..	+1,00,000	6,00,000	16,00,000	1,00,000
1897 . . .	..	19,00,00,000	1,90,00,000	14,00,000	22 3	2,00,000	3,00,000	..	+1,00,000	7,00,000	17,00,000	1,00,000
1898 . . .	..	20,00,00,000	2,00,00,000	15,00,000	23 4	2,00,000	3,00,000	..	+1,00,000	8,00,000	18,00,000	1,00,000
1899 . . .	..	21,00,00,000	2,10,00,000	16,00,000	24 5	2,00,000	3,00,000	..	+1,00,000	9,00,000	19,00,000	1,00,000
1900 . . .	..	22,00,00,000	2,20,00,000	17,00,000	25 6	2,00,000	3,00,000	..	+1,00,000	10,00,000	20,00,000	1,00,000
1901	23,00,00,000	2,30,00,000	18,00,000	26 7	2,00,000	3,00,000	..	+1,00,000	11,00,000	21,00,000	1,00,000

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Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS		STATE LINES WORKED									
Gross		500.									
Class No.		7 (a)									
Railway.		NORTH WESTERN								NORTHWESTERN	
Calendar year	Capital expended to and from each year.	Gross earnings.	Net traffic earnings.	Per cent on capital outlay	Interest	Annuity.	Surplus profits paid to Company	Gain or loss to the State	Capital outlay.	Gross earnings.	
	Rs.	Rs.	Rs.		Rs.	Rs.	P.	Rs.	Rs.	Rs.	
1870	21,476,247	51,277,21	57,36,970	2.55	1,00,20,015	..	..	-41,92,142	..	..
1871	25,00,35,401	1,00,00,000	75,55,501	3.02	1,11,30,010	..	21,123	-39,02,180	..	..
1881	26,18,20,000	90,00,725	46,13,547	1.75	1,17,64,800	..	..	-71,51,301	..	..
1882	27,40,11,970	82,40,000	57,00,011	2.11	1,00,93,712	..	..	-47,97,700	..	..
1883	25,10,10,000	1,00,1,110	87,00,211	3.00	1,00,10,000	..	..	-21,04,000	..	..
1884	20,00,000	1,00,000	80,00,000	1.00	1,10,000	..	..	-30,00,000	..	..
1885	31,00,000	1,00,000	1,00,000	4.10	1,00,000	..	1,000	-2,00,000	..	..
1886	31,00,000	2,00,000	1,00,000	3.00	1,00,000	2,00,000	..	-4,00,000	..	..
1887	30,00,000	2,00,000	1,00,000	1.00	1,00,000	18,00,000	..	-1,00,000	..	..
1888	31,00,000	2,00,000	1,00,000	2.10	1,00,000	8,00,000	..	-1,00,000	..	..
1889	40,00,000	2,00,000	1,00,000	1.50	1,00,000	1,00,000	..	-1,00,000	..	..
1890	40,00,000	2,00,000	1,00,000	2.00	1,00,000	1,00,000	..	-1,00,000	..	..
1891	40,00,000	2,00,000	1,00,000	2.00	1,00,000	1,00,000	..	-1,00,000	..	..
1892	40,00,000	2,00,000	1,00,000	2.00	1,00,000	1,00,000	..	-1,00,000	..	..
1893	40,00,000	2,00,000	1,00,000	2.00	1,00,000	1,00,000	..	-1,00,000	..	..
1894	40,00,000	2,00,000	1,00,000	2.00	1,00,000	1,00,000	..	-1,00,000	..	..
1895	40,00,000	2,00,000	1,00,000	2.00	1,00,000	1,00,000	..	-1,00,000	..	..
1896	40,00,000	2,00,000	1,00,000	2.00	1,00,000	1,00,000	..	-1,00,000	..	..
1897	40,00,000	2,00,000	1,00,000	2.00	1,00,000	1,00,000	..	-1,00,000	..	..
1898	40,00,000	2,00,000	1,00,000	2.00	1,00,000	1,00,000	..	-1,00,000	..	..
1899	40,00,000	2,00,000	1,00,000	2.00	1,00,000	1,00,000	..	-1,00,000	..	..
1900	40,00,000	2,00,000	1,00,000	2.00	1,00,000	1,00,000	..	-1,00,000	..	..
1901	40,00,000	2,00,000	1,00,000	2.00	1,00,000	1,00,000	..	-1,00,000	

* Including Rs. 1,051,702 on account of premium paid for the

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Appendix 7.

Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraph)

CLASS OF RAILWAY -		STATE LINKS WORKED				
Gauge		1907				
Class No.		31				
Railway		[in Rs.]				
Calendar year	Capital expenditure to end of each year.	Gross earning	Net traffic earnings	Percent on Capital outlay.	Interest.	Gain or loss to the State.
	Rs.	Rs.	Rs.		Rs.	Rs.
1907	...	...	...	...	...	...
1908	...	...	...	...	...	...
1909	...	...	...	...	...	...
1910	...	...	...	...	...	...
1911	4,25,138	1,21,1	-4,5	...	17,111	-1,21,1
1912	5,14,341	21,5,8	-7,455	...	1,63,15	-2,5,7,0
1913	5,61,665	25,71	-15,557	...	22,026	-2,5,7,1
1914	6,71,1	40,111	-1,72	...	21,008	-4,5,3,0
1915	7,10,36	5,177	75	...	21,107	-2,7,7,2
1916	7,13,19	5,276	-1,17	...	21,117	-12,7,101
1917	7,17,171	6,1,1	6,162	1,12	21,145	-2,1,1
1918	7,21,141	6,4	1,11	0,20	21,16	-2,5,4,3
1919	7,24,791	1,127	11,11	1,16	21,111	-15,119
1920	7,28,080	1	11,130	1,16	21,111	-17,277
1921	8,11,174	11,1,1	11,111	1,17	21,197	-21,5,90
1922	8,21,100	14,1,1	1,1,20	1,17	21,119	-14,109
1923	8,31,100	1,177	1,174	1,17	21,192	-1,1,4,7
1924	8,41,111	1,1190	14,1,1	1,17	21,102	-21,1,78
1925	9,11,145	1,1,1	1,119	1,17	21,170	-16,1,14
1926	9,21,120	1,1,130	-5,1,1	...	37,228	-43,1,74
1927	9,31,141	26,6,1	-15,1,61	...	26,111	-52,005
1928	9,41,151	1,1191	1,11	...	2,248	-40,411

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Ambedkar	75	Chhatta Comma	87
Ambedkar	76	Chhatta Comma	88
Ambedkar	77	Chhatta Comma	89
Ambedkar	78	Chhatta Comma	90
Ambedkar	79	Chhatta Comma	91
Ambedkar	80	Chhatta Comma	92
Ambedkar	81	Chhatta Comma	93
Ambedkar	82	Chhatta Comma	94
Ambedkar	83	Chhatta Comma	95
Ambedkar	84	Chhatta Comma	96
Ambedkar	85	Chhatta Comma	97
Ambedkar	86	Chhatta Comma	98
Ambedkar	87	Chhatta Comma	99
Ambedkar	88	Chhatta Comma	100

income derived by railways which are not guaranteed by the State.

11, 14, 47, and 50 of Report.)

TOTAL STATE LINES WORKED BY THE STATE.									CLASS OF RAIL- WAYS
									GAUGE.
									Line No.
									Railway.
Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Annuity.	Surplus profit, paid for expenses.	Contribution to the State.	Calendar year.	
Rs.	Rs.	Rs.		Pcs.	Rs.	P	P		
33,71,111.7	1,51,041.70	66,70,120	2.05	1,60,000		1,75,000	—11,11,000	1879	
3,44,51,500	2,12,71,200	1,01,31,000	5.11	1,20,000		1,00,000	—10,00,000	1880	
3,20,12,000	1,31,50,000	1,00,00,000		1,00,000		1,40,000	—21,00,000	1881	
10,00,000	2,20,00,000	1,00,00,000	2.00	1,00,000		1,00,000	—1,00,000	1882	
32,00,000	1,00,00,000	1,00,00,000	4.00	1,00,000		1,00,000	—1,00,000	1883	
11,00,00,000	1,00,00,000	1,00,00,000	1.00	1,00,000	1,00,000		—1,00,000	1884	
1,00,00,000	1,00,00,000	1,00,00,000	1.00	1,00,000	1,00,000	1,00,000	—1,00,000	1885	
1,00,00,000	1,00,00,000	1,00,00,000	1.00	1,00,000			—1,00,000	1886	
1,00,00,000	1,00,00,000	1,00,00,000	1.00	1,00,000	1,00,000		—1,00,000	1887	
1,00,00,000	1,00,00,000	1,00,00,000	2.00	1,00,000	1,00,000		—1,00,000	1888	
1,00,00,000	1,00,00,000	1,00,00,000	3.00	1,00,000	1,00,000		—1,00,000	1889	
1,00,00,000	1,00,00,000	1,00,00,000	4.00	1,00,000	1,00,000		—1,00,000	1890	
1,00,00,000	1,00,00,000	1,00,00,000	5.00	1,00,000	1,00,000		—1,00,000	1891	
1,00,00,000	1,00,00,000	1,00,00,000	6.00	1,00,000	1,00,000		—1,00,000	1892	
1,00,00,000	1,00,00,000	1,00,00,000	7.00	1,00,000	1,00,000		—1,00,000	1893	
1,00,00,000	1,00,00,000	1,00,00,000	8.00	1,00,000	1,00,000		—1,00,000	1894	
1,00,00,000	1,00,00,000	1,00,00,000	9.00	1,00,000	1,00,000		—1,00,000	1895	
1,00,00,000	1,00,00,000	1,00,00,000	10.00	1,00,000	1,00,000		—1,00,000	1896	
1,00,00,000	1,00,00,000	1,00,00,000	11.00	1,00,000	1,00,000		—1,00,000	1897	
1,00,00,000	1,00,00,000	1,00,00,000	12.00	1,00,000	1,00,000		—1,00,000	1898	
1,00,00,000	1,00,00,000	1,00,00,000	13.00	1,00,000	1,00,000		—1,00,000	1899	
1,00,00,000	1,00,00,000	1,00,00,000	14.00	1,00,000	1,00,000		—1,00,000	1900	
1,00,00,000	1,00,00,000	1,00,00,000	15.00	1,00,000	1,00,000		—1,00,000	1901	

[illegible]

Appendix 7. Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the
(Referred to in paragraphs

CLASS OF RAILWAYS.		COLLIERIES.						OTHER CHARGES.					TOTAL GAIN OR LOSS TO THE STATE.
Gauge.	Class. No.							UNCLASSIFIED EXPENDITURE.					
Railway.		Capital expenditure to end of each year.	Gross earnings.	Net earnings.	Per cent on Capital outlay.	Interest.	Gain or loss to the State.	Capital outlay.	Gain or loss to the State.	20 Guarantees—Land and superannuation.	40 Subsidies—Land, interest and subsidy.	41 Miscellaneous railway expenditure.	
Calendar year.		Rs.	Rs.	Rs.	Per cent.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1879	Information not available									6,12,40	...	1,66,80	-1,26,96,234
1880										5,71,140	...	5,77,080	-90,26,245
1881										7,47,150	1,12,200	5,11,600	-38,78,542
1882											7,21,400	2,70,000	5,00,000	-27,19,052
1883								1,61,520	-4,121	6,71,100	5,17,000	-12,94,000	-71,94,893
1884								9	-10,070	6,14,100	1,05,510	9,75,540	-73,11,846
1885		2,27,654	1,11,911	-1,15,155	...	...	-45,220	2,40,800	-11,100	7,05,500	4,41,700	9,02,700	-3,29,623
1886		1,51,657	1,11,911	-61,000	...	...	-70,100	4,00,000	-1,01,000	6,12,000	4,00,000	9,00,000	-1,13,15,146
1887		6,20,414	1,13,333	1,13,333	2,1	2,100	-1,100	1,51,000	-1,00,000	5,14,000	4,30,270	5,14,000	-2,16,72,375
1888		1,11,511	1,11,511	1,11,511	...	...	4,441	4,00,000	-1,00,000	1,11,511	1,11,511	7,00,000	-1,99,44,177
1889		8,10,902	1,11,511	-1,11,511	...	...	-1,11,511	1,11,511	-1,11,511	1,11,511	1,11,511	1,11,511	-2,22,71,702
1890		9,00,700	1,11,511	1,11,511	...	...	1,11,511	1,11,511	-1,11,511	1,11,511	1,11,511	1,11,511	-1,49,47,024
1891		24,50,244	1,11,511	1,11,511	6,10	1,11,511	1,11,511	1,11,511	-1,11,511	1,11,511	1,11,511	1,11,511	-1,72,833
1892		1,11,511	1,11,511	1,11,511	...	...	1,11,511	1,11,511	-1,11,511	1,11,511	1,11,511	1,11,511	-1,15,81,888
1893		1,11,511	1,11,511	1,11,511	...	...	1,11,511	1,11,511	-1,11,511	1,11,511	1,11,511	1,11,511	-1,65,48,641
1894		1,11,511	1,11,511	1,11,511	...	...	1,11,511	1,11,511	-1,11,511	1,11,511	1,11,511	1,11,511	-2,07,00,788
1895		1,11,511	1,11,511	1,11,511	...	...	1,11,511	1,11,511	-1,11,511	1,11,511	1,11,511	1,11,511	-1,11,50,217
1896		1,11,511	1,11,511	1,11,511	...	...	1,11,511	1,11,511	-1,11,511	1,11,511	1,11,511	1,11,511	-2,58,91,921
1897		1,11,511	1,11,511	1,11,511	...	...	1,11,511	1,11,511	-1,11,511	1,11,511	1,11,511	1,11,511	-2,16,24,962
1898		1,11,511	1,11,511	1,11,511	...	...	1,11,511	1,11,511	-1,11,511	1,11,511	1,11,511	1,11,511	-1,11,63,214
1899		1,11,511	1,11,511	1,11,511	...	...	1,11,511	1,11,511	-1,11,511	1,11,511	1,11,511	1,11,511	-46,00,287
1900		1,11,511	1,11,511	1,11,511	...	...	1,11,511	1,11,511	-1,11,511	1,11,511	1,11,511	1,11,511	+8,72,391
1901		1,11,511	1,11,511	1,11,511	...	...	1,11,511	1,11,511	-1,11,511	1,11,511	1,11,511	1,11,511	+1,15,47,198

- In the old year, the 2000th anniversary year, we will be able to

1. Answer the following questions.

Let's say you're the

444 = Halogenation of Sulfonamides

— 11 —

+ Arrived at the
Hotel at 10:00
Dinner at 10:30

100

to meet the demand for the "st-

1.15.41.14.1

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DIX 7—continued.

Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.
11, 14, 48 and 50 of Report).

State expendi- ture on Patna branch.	Capital expendi- ture on surveys (including abandoned survey.)	Stores on hand balance.	LINES UNDER CONSTRUCTION.										TOTAL.	Cal- endar year.
			5' 6"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	2' 6"	2' 6"	2' 6"	TOTAL.		
			6 (d)	9 (m)	9 (m)	11 (l)	14 (h)	13 (e)	1 (e)	4 (d)	7 (h)			
			Allahabad- Fyzabad.	Jamun (Siwan Maulhu- pur)	Vijapur- Kadi.	Choraur- Cochin.	Northah (Bengal)	Imphal (Bengal) Banch (Bengal) Banch (Bengal)	Kalka-Simla.	Jaldulpur- Candaul and Banch and Banch	Khorakpur Khorak Khorak			
R.	R.	R.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	R.	R.	
8,08,405	...	...	...	...	...	...	...	...	...	...	...	...	...	1879
1,08,505	...	...	...	...	...	...	...	...	...	...	...	...	...	1880
2,08,405	...	...	...	...	...	...	...	...	...	...	...	...	...	1881
3,08,405	7,74,624	...	...	...	...	...	...	...	...	...	...	...	...	1882
8,08,405	9,72,533	...	...	...	...	...	...	...	...	...	...	...	...	1883
8,08,405	13,34,101	...	...	...	...	...	...	...	...	...	...	...	...	1884
8,08,405	16,20,228	...	...	...	...	...	...	...	...	...	...	...	...	1885
8,08,405	12,72,100	...	...	...	...	...	...	...	...	...	...	...	...	1886
8,08,405	14,22,103	...	...	...	...	...	...	...	...	...	...	...	...	1887
8,08,405	2,11,101	9,07,101	...	...	...	...	...	...	...	...	...	...	...	1888
8,08,405	3,11,101	1,11,101	...	...	...	...	...	...	...	...	...	...	...	1889
8,08,405	4,11,101	2,11,101	...	...	...	...	...	...	...	...	...	...	...	1890
8,08,405	49,13,844	8,11,101	...	...	...	...	...	...	...	...	...	...	...	1891
8,08,405	1,11,101	1,11,101	...	...	...	...	...	...	...	...	...	...	...	1892
8,08,405	3,11,101	1,11,101	...	...	...	...	...	...	...	...	...	...	...	1893
8,08,405	47,11,101	16,11,101	...	...	...	...	...	...	...	...	...	...	...	1894
8,08,405	51,11,101	17,11,101	...	...	...	...	...	...	...	...	...	...	...	1895
8,08,405	46,11,101	1,11,101	...	...	...	...	...	...	...	...	...	...	...	1896
8,08,405	49,11,101	1,11,101	...	...	...	...	...	...	...	...	...	...	...	1897
8,08,405	1,11,101	1,11,101	...	...	...	...	...	...	...	...	...	...	...	1898
8,08,405	1,11,101	1,11,101	1899
8,08,405	1,11,101	1,11,101	1900
8,08,405	1,11,101	1,11,101	1901

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Kohat and Kohat	Page 93	Kohat and Kohat	Page 93
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Appendix 7.

Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS		ASSISTED													
GAUZE		5' 6"													
Class No		1 (1)							1 (1)						
Railway		DELHI-UMBALTA-KAUKA.							SOUTH B. R.						
Calendar year.	Capital outlay.	Gross earnings.	Net income.	Percent- age of (3) on (1)	Subsidy from Government.	Total Income. (3) + (5)	Per- cent- age of (1) on (7)	Capital outlay.	Gross earnings.	Net earnings.	Per- cent- age of (1) on (11)	Rebate from I. I. Ry.	Total income (3) + (11)	Per- centage of (6) on (11).	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.		
1879	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1880	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1881	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1882	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1883	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1884	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1885	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1886	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1887	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1888	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1889	5,000,000	..	..	..	..	..	..	..	..	..	..	..	..	..
1890	1,35,000,000	..	..	..	..	..	..	..	..	..	..	..	..	..
1891	1,71,11,611	10,72,000	4,77,000	3.01	..	4,77,000	3.01	..	..	..	..	..	..	..
1892	1,71,11,611	10,72,000	4,77,000	3.01	..	4,77,000	3.01	..	..	..	..	..	..	..
1893	1,71,11,611	10,72,000	4,77,000	3.01	..	4,77,000	3.01	..	..	..	..	..	..	..
1894	1,71,11,611	10,72,000	4,77,000	3.01	..	4,77,000	3.01	..	..	..	..	..	..	..
1895	1,71,11,611	10,72,000	4,77,000	3.01	..	4,77,000	3.01	..	..	..	..	..	..	..
1896	1,71,11,611	10,72,000	4,77,000	3.01	..	4,77,000	3.01	..	..	..	..	..	..	..
1897	1,71,11,611	10,72,000	4,77,000	3.01	..	4,77,000	3.01	..	..	..	..	..	..	..
1898	1,71,11,611	10,72,000	4,77,000	3.01	..	4,77,000	3.01	..	..	..	..	..	..	..
1899	1,71,11,611	10,72,000	4,77,000	3.01	..	4,77,000	3.01	..	..	..	..	..	..	..
1900	1,71,11,611	10,72,000	4,77,000	3.01	..	4,77,000	3.01	
1901	1,71,11,611	10,72,000	4,77,000	3.01	..	4,77,000	3.01	

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Bahar (North Western)	64	Central India (Native State)	76
Bahar (South Western)	65	Central India (Native State)	77
Bahar (Central)	66	Central India (Native State)	78
Bahar (North Eastern)	67	Central India (Native State)	79
Bahar (South Eastern)	68	Central India (Native State)	80
Bahar (North Western)	69	Central India (Native State)	81
Bahar (South Western)	70	Central India (Native State)	82
Bahar (Central)	71	Central India (Native State)	83
Bahar (North Eastern)	72	Central India (Native State)	84
Bahar (South Eastern)	73	Central India (Native State)	85
Bahar (North Western)	74	Central India (Native State)	86
Bahar (South Western)	75	Central India (Native State)	87
Bahar (Central)	76	Central India (Native State)	88
Bahar (North Eastern)	77	Central India (Native State)	89
Bahar (South Eastern)	78	Central India (Native State)	90
Bahar (North Western)	79	Central India (Native State)	91
Bahar (South Western)	80	Central India (Native State)	92
Bahar (Central)	81	Central India (Native State)	93
Bahar (North Eastern)	82	Central India (Native State)	94
Bahar (South Eastern)	83	Central India (Native State)	95
Bahar (North Western)	84	Central India (Native State)	96
Bahar (South Western)	85	Central India (Native State)	97
Bahar (Central)	86	Central India (Native State)	98
Bahar (North Eastern)	87	Central India (Native State)	99
Bahar (South Eastern)	88	Central India (Native State)	100

Appendix 7.
Gain or loss.

DIX 7—continued.

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 49 of Report.)

WORKED BY COMPANIES.

3.31 st											CLASS- RAIL- WAYS.
											GAIN.
											CLASS No.
BENGAL DUGARS.											Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age of (1) on (3).	Subsidy from District Board.	Total income (4) + (5).	Percent- age of (6) on (1).	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age on Capital outlay.	Calendar year.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	
Rs.	P.	P.		Rs.	Rs.		Rs.	Rs.	Rs.		
..	...	...	...	...	...	...	..	...	...	...	1879
..	...	..	...	..	...	...	...	...	..	..	1880
..	..	...	..	..	...	...	...	...	..	...	1881
..	...	..	...	..	...	...	...	...	..	...	1882
..	...	..	...	..	...	...	...	...	..	...	1883
..	...	..	...	..	...	...	...	...	..	...	1884
..	...	..	...	..	...	...	...	...	..	...	1885
..	...	..	...	..	...	...	...	...	..	...	1886
..	...	..	...	..	...	...	...	...	..	...	1887
..	...	..	...	..	...	...	...	...	..	...	1888
..	...	..	...	..	...	...	...	...	..	...	1889
..	...	..	...	..	...	...	...	...	..	...	1890
16,171	...	...	..	..	..	...	..	...	...	...	1891
12,67,624	...	...	..	..	...	...	..	...	...	...	1892
18,41,111	1,11,612	57,639	5.12	...	57,639	3.12	..	...	..	..	1893
22,84,221	2,07,256	1,11,791	4.57	4,000	1,44,791	6.32	..	...	..	...	1894
21,27,476	3,53,517	1,77,418	5.46	4,000	1,31,418	5.95	..	...	...	...	1895
24,33,213	2,71,450	1,11,111	5.42	..	1,11,111	5.42	...	...	..	...	1896
26,30,713	2,81,407	1,11,211	5.48	...	1,11,211	5.46	7,151	...	...	...	1897
26,68,030	2,11,089	1,11,000	4.15	4,000	1,11,000	4.10	4,01,611	...	...	...	1898
26,21,748	2,73,037	1,11,416	4.51	...	1,11,416	4.51	2,75,455	...	..	..	1899
26,42,695	2,32,731	1,11,461	7.17	..	1,11,461	7.17	4,11,112	1,11,191	5,015	0.11	1900
26,44,871	2,11,020	1,76,189	6.67	..	1,76,189	6.67	62,21,117	1,76,199	68,237	1.11	1901

Jorhat	50
Kamakhya Pevalam	50
Kharagpur	50
Kolar Gold-fields	72
Kolhapur	74
Lado and Tikah-Marghera Colliery	62
Lucknow-Harilly	30
Ludhiana-Dhuri-Jakhal	76
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Madras (North-East line)	36
Morvi	79
Mymensingh-Jamalpur-Jagannath-	50
ganj	74
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Nagpur	60

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74	Palampur-Darya (State portion)
62	Palampur-Darya (District portion)
30	Patiala-Cambay (Anand Lalpur sec-
76	tion)
52	Patiala-Cambay (Tarapur-Cambay
36	section)
79	Pondicherry
50	Porvayan Light
74	Rajpur-Dhamtari
40	Rajpur-Dhamtari
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72	Rohilkhand and Kumaon
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71	Mutapur)
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71	Tarakshwar-Magra
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75	Wardha Canal
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Appendix 7.

Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS. OF RAILWAYS.		ASSISTED									
Gauge.		3' 3½"									
Class & No.		13 (a)						13 (b)			
Railway.		DIBRU-SADIYA						LEDO AND TIRAKHAR-GHARRIA COLLIERIES.			
Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage of (1) on (3).	Subsidy from Government.	Total Income. (3) + (5).	Percentage of (6) on (1).	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.
	(1)	(2)	(3)	(4)	(5)	(6)	(7)				
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
1879	...	...	...	...	...	...	...	...	...	...	...
1880	...	...	...	...	...	...	...	...	...	...	...
1881	...	...	...	...	...	...	...	...	...	...	...
1882	...	...	...	...	...	...	...	...	...	...	...
1883	22,22,353	48,2...	—35,375	...	...	...	...	...	...	...	...
1884	41,65,260	2,06,13...	—68,406	...	51,450	—13,856	...	...	...	...	...
1885	49,46,729	2,57,335	—63,864	...	51,500	—9,364	...	...	...	...	...
1886	49,73,753	3,46,470	53,154	1 07	54,154	1,07,404	2 17	...	...	...	...
1887	53,32,615	4,04,928	1,02,540	1 98	1,03,000	2,02,540	3 80	...	...	...	...
1888	51,71,445	4,25,530	1,01,771	1 81	1,02,000	2,01,730	3 75	...	...	...	...
1889	55,16,740	4,64,018	1,25,147	2 27	1,03,000	2,25,147	4 06	...	...	...	...
1890	57,06,182	5,14,416	1,76,971	3 11	1,04,000	2,76,971	4 85	...	...	...	...
1891	67,05,474	4,68,682	1,70,526	2 54	1,00,000	2,70,526	4 03	...	...	...	...
1892	69,56,304	5,11,213	1,63,719	2 35	1,00,000	2,63,719	3 79	...	...	...	...
1893	71,70,562	5,12,098	1,52,072	2 13	1,00,000	2,52,072	3 51	...	...	...	...
1894	70,07,487	5,31,645	1,65,732	2 76	1,00,000	2,65,732	4 17	...	...	...	...
1895	74,03,729	6,01,143	2,44,543	3 64	1,00,000	3,44,543	4 69	...	...	...	...
1896	74,01,456	6,47,300	3,12,286	4 22	1,00,000	4,12,286	5 57	...	...	...	...
1897	74,20,119	7,71,181	3,64,750	5 57	1,00,000	4,64,750	6 28	11,46,240	45,871	8,024	0 70
1898	74,40,474	7,71,111	3,94,479	5 80	50,000	4,44,479	6 00	12,00,658	55,313	3,752	0 31
1899	74,56,183	8,59,414	4,41,608	5 03	37,078	4,78,686	6 54	12,83,416	61,084	22,053	1 72
1900	77,14,741	9,00,947	4,92,541	5 31	...	4,92,541	5 90	12,84,775	65,724	17,981	1 40
1901	82,10,741	9,08,578	4,73,507	5 77	...	4,73,507	5 77	16,30,112	70,293	11,145	0 68

* Subsidy due for previous period

† Credited to interest

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Bombay Docks	61	Bombay Baroda and Central India	77
Bombay Docks extensions	61	Bombay Baroda and Central India	78
Bombay-Nagpur	31	Bombay Baroda and Central India	79
Bombay extension	35	Bombay Baroda and Central India	80
Bombay-Gondal-Junagadh-Portbanda	78	Bombay Baroda and Central India	81
Bombay-Litani (British section)	34	Bombay Baroda and Central India	82
Bombay-Litani (Native State section)	70	Bombay Baroda and Central India	83
Bombay-Litani	70	Bombay Baroda and Central India	84
Bombay	77	Bombay Baroda and Central India	85
Bombay	77	Bombay Baroda and Central India	86
Bombay	77	Bombay Baroda and Central India	87
Bombay	77	Bombay Baroda and Central India	88
Bombay	77	Bombay Baroda and Central India	89
Bombay	77	Bombay Baroda and Central India	90
Bombay	77	Bombay Baroda and Central India	91
Bombay	77	Bombay Baroda and Central India	92
Bombay	77	Bombay Baroda and Central India	93
Bombay	77	Bombay Baroda and Central India	94
Bombay	77	Bombay Baroda and Central India	95
Bombay	77	Bombay Baroda and Central India	96
Bombay	77	Bombay Baroda and Central India	97
Bombay	77	Bombay Baroda and Central India	98
Bombay	77	Bombay Baroda and Central India	99
Bombay	77	Bombay Baroda and Central India	100

DIX 7—continued.

Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

11, 14, 48, and 50 of Report.)

COMPANIES—contd												CLASS OF RAILWAYS.
3' 31"												GAUGE.
15 (a)				16 (a)				16 (c)				Class No.
DIOGHUR.				BENGAL AND NORTH-WESTERN				SAGAUH-KAZAUL.				Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	...	1882
2,73,331	19,611	6,242	2' 4"	...	...	...	...	...	...	...	...	1883
2,75,000	23,735	10,704	3' 6"	1,50,174	77,671	— 26,221	...	...	...	...	...	1884
2,75,000	23,687	9,101	3' 11"	2,01,861	19,05,320	6,10,799	3' 13"	...	...	...	...	1885
2,75,041	25,117	11,713	4' 27"	2,36,161	18,54,074	8,00,183	3' 43"	...	...	...	...	1886
2,75,011	24,532	12,118	4' 11"	2,51,225	19,41,002	8,37,004	3' 27"	...	...	...	...	1887
2,81,131	25,112	11,521	4' 10"	2,01,011	22,00,553	0,38,344	3' 74"	...	...	...	...	1888
2,82,971	26,553	12,605	4' 11"	2,01,412	22,11,824	10,53,064	4' 01"	...	...	...	...	1889
2,82,916	26,095	10,913	3' 6"	2,57,941	27,10,115	12,52,317	4' 46"	...	...	...	...	1890
2,82,752	31,105	15,409	5' 46"	2,76,008	24,76,001	16,23,993	5' 47"	...	...	...	...	1891
2,88,321	26,061	9,707	3' 37"	2,83,982	21,30,077	17,01,254	5' 30"	...	...	...	...	1892
2,87,364	37,809	19,103	6' 45"	2,84,942	24,14,546	16,41,702	5' 72"	...	...	...	...	1893
2,87,326	29,425	9,609	3' 36"	2,87,248	21,17,242	17,67,023	6' 15"	...	...	...	...	1894
2,88,046	33,611	15,309	5' 31"	3,12,057	25,71,031	17,55,673	5' 61"	...	...	...	...	1895
2,87,707	30,014	11,408	4' 00"	3,43,361	26,26,033	17,41,786	5' 07"	1,26,044	...	...	...	1896
2,87,042	30,320	11,132	3' 87"	4,10,320	27,55,718	17,97,182	4' 38"	6,68,783	...	...	...	1897
2,88,433	32,100	6,601	2' 28"	4,66,782	33,31,890	20,50,805	4' 30"	8,07,350	...	...	...	1898
2,87,325	33,202	6,678	2' 32"	5,16,067	43,44,801	27,32,551	5' 30"	10,81,740	5,433	†	...	1899
2,87,179	34,901	7,376	2' 56"	5,24,730	44,16,593	25,28,996	4' 82"	12,18,073	25,830	†	...	1900
2,89,265	48,293	18,616	6' 41"	5,50,018	51,01,794	31,74,225	5' 76"	10,67,014	37,182	13,593	1' 27"	1901

received during 1899.

on capital.

Jorhat
Karaikal-Peralam
Khamti
Kolar Gold-fields
Kulthapur
Lado and Tikak-Margherita Colliery
Lucknow-Bareilly
Madras-Dhuri-Jakkal
Madras
Madras (North-East line)
Morvi
Mysore-Bijapur-Jugannath-
gaj
Mysore-Nanjangud
Mysore section (Southern Mahratta)
Nagda Ujjain
Nilgiri

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50 Nizam's Guaranteed State
80 North Western State
69 Nowshera-Durgai
72 Oudh and Rohilkhand State
74 Palampur-Dogra (State portion)
68 Palampur-Dogra (Darbar portion)
39 Petlad-Cambay (Anand-Tarapur sec-
tion)
36 Petlad-Cambay (Tarapur-Cambay
section)
79 Pondicherry
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Rajpura
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Appendix 7.

Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS.	3' 3 1/2"							2' 6"			
	17 (a)							17 (c).			
Gauge.											
Class No.											
Railway.	KUNILAKUND AND KUMAON.							POWRIAN LIGHT			
Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent of (1) on (1)	Subsidy in Rs. Government.	Total income. (1) + (5)	Percent of (1) on (1)	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.
	(1)	(2)	(3)	(4)	(5)	(6)	(7)				
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
1879	...	...	...	...	...	...	...	...	...	...	...
1880	...	...	...	...	...	...	...	...	...	...	...
1881	...	...	...	...	...	...	...	...	...	...	...
1882	...	...	...	...	...	...	...	...	...	...	...
1883	...	...	...	...	...	...	...	...	...	...	...
1884	1,44,200	3,13,413	1,72,31	4.02	...	1,4,14	0.11	...	...	...	...
1885	21,71,124	2,1,572	4,1,23	1.15	4,1,000	8,1,151	3.11	...	...	...	...
1886	22,72,652	3,11,101	8,1,31	3.11	4,1,000	1,1,1,12	5.10	...	...	...	...
1887	2,1,1,111	3,11,274	7,1,10	3.35	4,1,000	1,11,110	5.10	...	...	...	...
1888	22,41,111	3,11,092	1,1,1,110	4.11	4,1,000	1,1,1,110	1.11	...	...	...	...
1889	23,1,1,111	3,7,1,111	1,1,1,115	1.11	4,1,000	1,1,1,115	1.11	...	...	...	...
1890	20,1,1,111	3,1,1,111	1,1,1,113	1.11	1,1,000	1,1,1,111	7.11	...	...	...	...
1891	20,1,1,111	3,1,1,111	1,1,1,111	3.02	2,1,000	1,1,1,110	7.41	...	...	...	...
1892	20,1,1,111	3,1,1,111	1,1,1,111	6.12	4,1,000	1,1,1,111	9.61	...	...	...	...
1893	20,1,1,111	4,23,111	1,43,110	6.11	4,1,000	1,1,1,110	5.11	...	...	...	...
1894	20,1,1,111	4,1,1,111	1,1,1,111	7.11	4,1,000	2,1,1,111	10.14	...	...	...	...
1895	20,1,1,111	4,01,111	1,1,1,111	7.10	...	1,1,1,111	7.36	...	...	...	...
1896	20,1,1,111	4,1,1,111	1,1,1,111	7.41	...	1,1,1,111	7.11	...	...	...	...
1897	21,20,111	4,23,111	1,1,1,111	8.11	...	1,1,1,111	8.17	...	...	...	...
1898	21,1,1,111	4,1,1,111	1,1,1,111	10.11	...	2,1,1,111	10.36	...	...	...	...
1899	21,48,111	4,1,1,111	1,1,1,111	10.11	...	2,1,1,111	10.81	...	...	...	...
1900	21,1,1,111	4,1,1,111	1,1,1,111	2,1,1,111	10.11
1901	22,09,431	3,1,1,111	1,1,1,111	2,09,111	9.11	8,41,111	66,862	20,111	1.13

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Bombay-Jalgaon	75	Mannas	77
Bombay	76	Mannas	78
Bombay-Coona-Barru	77	Mannas	79
		Mannas	80
		Mannas	81
		Mannas	82
		Mannas	83
		Mannas	84
		Mannas	85
		Mannas	86
		Mannas	87
		Mannas	88
		Mannas	89
		Mannas	90
		Mannas	91
		Mannas	92
		Mannas	93
		Mannas	94
		Mannas	95
		Mannas	96
		Mannas	97
		Mannas	98
		Mannas	99
		Mannas	100

DIX 7—continued.

Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

COMPANIES—contd.								CLASS. OF RAILWAYS.
2' 6"								Guor.
26 (a)				27 (a)				Railway.
BARSI.				TARAKESHWAR-MAGRA.				Class. No.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	1882
...	...	...	...	...	...	...	...	1883
...	...	...	...	...	...	...	...	1884
...	...	...	...	...	...	...	...	1885
...	...	...	...	...	...	...	...	1886
...	...	...	...	...	...	...	...	1887
...	...	...	...	...	...	...	...	1888
...	...	...	...	...	...	...	...	1889
...	...	...	...	...	...	...	...	1890
...	...	...	...	...	...	...	...	1891
...	...	...	...	...	...	...	...	1892
...	...	...	...	...	...	...	...	1893
...	...	...	...	...	...	...	...	1894
2,357	...	...	...	...	...	...	...	1895
10,06,657	...	...	...	...	...	...	...	1896
13,43,801	1,07,778	21,560	1'60	...	...	...	...	1897
13,42,593	1,30,121	24,559	1'83	9,44,627	74,074	21,002	2'12	1898
12,56,809	1,56,118	64,475	4'75	9,62,446	86,168	12,192	1'27	1899
13,56,501	1,24,440	42,440	3'13	9,61,371	76,914	20,951	2'18	1900
12,99,599	1,08,238	70,588	6 13	4,72,175	83,150	19,870	2 04	1901

	Page		Page
Jorhat	50	Nizam's Guaranteed State	71
Karakkai-Penalam	50	North Western State	48
Khamgaon	60	Nowshera-Durgai	48
Kolar Gold-fields	72	Rudh and Rohilkhand State	47
Kulbapur	74	Palampur-Dewar (State portion)	37
Lebo and Tikah-Margherita Colliery	62	Palampur-Dewar (Darbar portion)	71
Laknow-Bareilly	39	Pollad-Cambay (Anand-Tarapur section)	71
Ludhiana-Dhuri-Jakkal	71	Pollad-Cambay (Tarapur-Cambay section)	71
Madras	52	Pondicherry	71
Madras (North-East line)	31	Powayan Light	81
Morvi	79	Raipur-Ubantari	64
Mymensingh-Jamulpur-Jagannath-ganj	51	Rajpura	44
Mysore-Nanjangud	74	Rajpura-Bhatinda	75
Mysore section (Southern Mahratta)	40	Rajputana-Malwa	75
Nagda-Ujjain	70	Rasaghat-Krahnagar	60
Nagpur	60	Rohilkund and Kumaon	64
		Sagauli-Muzgul	13
		South Behar	56
		South India	42
		Southern Mahratta	40
		Southern Punjab	58
		Tanjore District Board (Mayavaram-Mutapur)	43
		Tapti Valley	58
		Tarakeshwar-Magra	65
		Talkewar	57
		Tasapur-Balupard	66
		Tirhoot State	38
		Udaipur-Chitor	77
		Wardha Coal	32
		West of India Portuguese	80

DIX 7—continued.

Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.												CLASS OF RAILWAYS.
S' 6'												CLASS.
S (b)				S (c).				S (d).				Class No.
KHAMGLOM.				AMRAPALI.				IHNA-GOONA-BARAN.				Railway
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
5,35,617	38,081	—260	...	4,77,043	63,904	16,175	3.39	...	...	...	...	1879
5,11,888	87,361	4,922	0.95	4,45,585	50,111	12,311	0.27	...	...	...	...	1880
4,94,271	41,506	4,561	0.92	4,45,663	53,234	34,121	7.67	...	...	...	...	1881
4,91,164	5,761	30,389	6.19	4,44,651	85,117	30,715	6.91	...	...	...	...	1882
4,10,116	1,757	22,411	5.49	4,44,810	90,160	44,387	10.00	...	...	...	...	1883
4,90,903	4,181	13,037	2.68	4,44,774	71,762	34,174	7.69	...	...	...	...	1884
4,90,739	41,165	11,020	2.25	4,44,730	80,803	34,447	7.74	...	...	...	...	1885
4,89,613	5,145	10,231	2.09	4,41,110	95,111	44,137	10.02	...	...	...	...	1886
4,89,180	53,479	11,111	2.27	4,44,310	80,157	35,855	8.05	...	...	...	...	1887
4,88,157	52,135	15,711	3.23	4,41,112	81,710	30,881	6.98	...	...	...	...	1888
4,10,111	1,372	22,928	4.71	4,45,611	1,02,123	41,171	9.24	...	...	...	...	1889
4,95,530	5,121	20,111	4.03	4,45,151	1,11,563	46,354	10.39	...	...	...	...	1890
4,81,111	66,671	32,111	6.05	4,41,395	1,12,111	51,111	11.80	51,205	...	...	...	1891
4,81,111	65,145	11,111	6.12	4,51,111	1,12,702	48,137	10.80	51,111	...	...	...	1892
4,87,707	41,117	21,117	4.11	4,41,111	41,111	43,111	10.11	51,111	...	...	...	1893
4,86,111	21,111	21,111	4.46	4,41,111	42,711	41,111	9.32	47,111	...	...	...	1894
5,21,117	21,111	21,111	3.01	4,41,111	31,117	31,117	7.01	41,111	...	...	...	1895
5,22,111	24,441	24,111	4.08	4,51,111	43,711	42,111	9.31	51,111	91,111	31,111	0.68	1896
5,22,150	11,111	13,111	2.06	4,52,441	31,711	21,111	6.01	81,711	1,12,356	43,446	0.50	1897
5,22,150	24,111	24,111	4.61	4,54,808	41,117	31,117	6.81	11,111	1,10,111	51,111	0.51	1898
5,22,150	14,111	14,811	2.84	4,54,417	11,111	31,111	6.81	91,111	2,17,359	1,26,111	1.27	1899
5,22,150	33,711	13,111	2.67	4,54,417	78,111	32,411	7.14	1,11,21,111	4,51,847	2,10,411	2.20	1900
5,22,150	41,118	23,111	4.47	4,51,111	1,08,111	50,117	11.12	1,11,43,111	2,12,716	1,22,770	1.22	1901

per annum paid to District Board.

Jorhat	...
Karailkal-Porlam	...
Khamglo	...
Kular Gold-fields	...
Kohapur	...
Lado and Tikah-Margherita Colliery	...
Larknow-Bareilly	...
Ludhiana-Udhru-Jakhal	...
Madras	...
Madras (North-East line)	...
Morvi	...
Mymaningh-Jamulpar Jagannath-ganj	...
Mysoor-Nanjangal	...
Mysoor section (Southern Mahratta)	...
Nagda-Ujjain	...
Nagiri	...

Page.	Nizam's Guaranteed State	...
50	North Western State	...
80	Nowshera-Durgai	...
69	Oudh and Rohilkhand State	...
72	Palanpur-Dera (State portion)	...
74	Palanpur-Dera (Barbar portion)	...
62	Patal-Cambay (Anand-Tarapur section)	...
31	Patal-Cambay (Tarapur-Cambay section)	...
52	Pondicherry	...
36	Powayan Light	...
79	Rajpur-Dhamtari	...
50	Rajputana	...
74	Rajputana-Dhamtari	...
40	Rajputana-Dhamtari	...
70	Rajputana-Dhamtari	...
60	Rajputana-Dhamtari	...

Page.	Rohilkhand and Kumaon	...
72	Sagauli Razaul	...
48	South Bihar	...
48	South Indian	...
47	Southern Mahratta	...
37	Southern Punjab	...
71	Tanjore District Board (Mayavaram-Mutpet)	...
71	Tapti Valley	...
81	Tarakshwar-Magra	...
64	Tarapur-Dhamtari	...
44	Tarapur-Dhamtari	...
75	Tarapur-Dhamtari	...
71	Tarapur-Dhamtari	...
36	Tarapur-Dhamtari	...
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63	Tarapur-Dhamtari	...
39	Tarapur-Dhamtari	...
42	Tarapur-Dhamtari	...
40	Tarapur-Dhamtari	...
58	Tarapur-Dhamtari	...
43	Tarapur-Dhamtari	...
58	Tarapur-Dhamtari	...
65	Tarapur-Dhamtari	...
37	Tarapur-Dhamtari	...
66	Tarapur-Dhamtari	...
38	Tarapur-Dhamtari	...
77	Tarapur-Dhamtari	...
38	Tarapur-Dhamtari	...
60	Tarapur-Dhamtari	...

DIX 7—continued.

Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

(11, 14, 48 and 50 of Report)

AND WORKED BY COMPANIES.

CLASS OF
RAILWAYS

5' 6"												CLASS OF RAILWAYS
1 (d).				2 (e).				3 (f).				Class No.
PETLAD-CAMBAY (ANAND-TARAPUR SECTION)				PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION)				PALANPUR-JHESHA (DHARWAR PORTION)				Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	...	1882
...	...	...	...	...	...	...	...	...	...	...	...	1883
...	...	...	...	...	...	...	...	...	...	...	...	1884
...	...	...	...	...	...	...	...	...	...	...	...	1885
...	...	...	...	...	...	...	...	...	...	...	...	1886
...	...	...	...	...	...	...	...	...	...	...	...	1887
11,71,31	...	...	...	...	...	...	...	...	...	...	...	1888
4,71,224	...	...	...	...	...	...	...	...	...	...	...	1889
6,47,922	32,743	20,270	1.21	...	...	...	...	...	...	...	...	1890
7,10,114	51,113	36,346	5.12	...	...	...	...	...	...	...	...	1891
7,11,051	61,213	34,727	4.71	...	...	...	...	20,000	...	...	...	1892
7,12,718	61,923	40,927	5.71	...	...	...	...	1,85,000	2,255	1,335	0.72	1893
7,23,482	69,228	41,037	6.01	...	...	...	...	1,95,000	17,361	11,365	6.14	1894
7,23,131	72,311	46,584	6.11	...	...	...	...	1,85,000	17,643	11,333	6.13	1895
7,23,616	1,17,540	82,547	11.45	...	...	...	...	1,85,000	22,201	14,101	7.62	1896
7,35,710	64,337	33,111	4.41	...	...	...	...	1,85,000	19,133	10,883	5.88	1897
7,41,047	51,111	29,156	3.76	...	...	...	...	1,85,000	16,843	10,334	5.59	1898
7,52,439	70,628	39,312	5.22	...	...	...	...	1,85,000	19,723	12,102	6.54	1899
7,52,097	86,491	41,713	5.55	...	...	...	...	1,85,000	21,081	14,238	7.70	1900
11,86,381	91,233	51,769	4.36	7,19,676	1,12,011	59,200	0.79	1,85,000	16,279	9,375	5.07	1901

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Jerbhat	40
Karakkai-Peralam	80
Khampan	69
Kolar Gold-fields	72
Kolhapur	74
Leito and Tikat-Margherita Colliery	61
Lucknow-Raebilly	39
Ludhiana-Liburi-Jakkal	76
Madras	52
Madras (North-East line)	36
Morvi	79
Mymensingh-Jamulpur-Jagannath-ganj	59
Mysore-Nanjangud	74
Mysore section (Southern Mahratta)	40
Nagda-Ujjain	70
Nagiri	60

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Noushera-Dungri	48
Oriss and Rohilkhand State	47
Palanpur Deesa (State portion)	37
Palanpur-Jhessa (Dharwar portion)	71
Petlad-Cambay (Anand Tarapur section)	71
Petlad-Cambay (Tarapur-Cambay section)	71
Ponichery	81
Powayon Light	64
Rajmuri-Dhamtari	44
Rajpura	75
Rajpura-Bhatinda	75
Rajputana-Malwa	36
Ranaghat-Bishnagar	60

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Rohilkhand and Kumaon	64
Sagauli-Raxaul	64
South Behar	56
South Indian	42
Southern-Mahratta	40
Southern Punjab	53
Tanjore District Board (Mayavaram-Metunet)	42
Tapt Valley	69
Taraknagar-Magra	57
Tarkwar	57
Tespur-Bhatpara	66
Tirhoot State	36
Udaipur-Chitor	77
Wardha Coal	38
West of India Portuguese	60

Appendix 7.

Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraph

CLASS OF RAILWAY.	LINKS OWNED BY NATIVE STATES											
Gauge.	5' 6"								3' 3 1/2"			
Class No.	10 (a).				11 (i).				9 (k).			
Railway.	NIZAM'S GUARANTEED STATE.				KOLAR GOLD-FIELDS.				GAEKWAR'S MENSANA.			
Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1879 . . .	1,10,46,097	6,11,401	81,925	0.77	..	..	..	..	..	..	..	..
1880 . . .	1,21,90,870	7,02,716	2,48,604	0.11	..	..	..	..	..	..	..	..
1881 . . .	1,22,85,291	7,30,834	2,80,661	2.35	..	..	..	..	..	..	..	..
1882 . . .	1,22,27,791	8,53,418	3,75,091	1.07	..	..	..	..	..	..	..	..
1883 . . .	1,22,83,960	8,53,951	2,37,632	1.14	..	..	..	..	..	..	..	..
1884 . . .	1,23,08,720	9,72,117	4,70,227	1.52	..	..	..	..	..	..	..	..
1885 . . .	2,05,60,908	11,13,990	4,87,024	2.37	..	..	..	..	..	..	..	..
1886 . . .	2,71,41,142	13,81,077	6,44,534	9.1	..	..	..	..	..	..	..	..
1887 . . .	2,72,71,141	15,46,891	5,52,915	0.5	..	..	..	..	11,57,492	27,590	5,964	0.41
1888 . . .	1,55,11,954	17,76,005	7,51,161	2.11	..	..	..	..	11,16,146	47,592	16,172	1.92
1889 . . .	1,51,49,122	14,57,412	7,71,113	1.3	..	..	..	..	11,16,146	51,290	20,348	1.82
1890 . . .	1,77,11,194	20,17,113	10,13,700	1.71	..	..	..	..	25,44,140	59,241	21,308	0.02
1891 . . .	3,04,18,791	27,71,411	11,57,340	3.11	..	..	..	..	21,04,100	1,94,247	1,01,301	3.64
1892 . . .	1,05,49,391	27,80,142	11,21,113	3.35	2,761	..	..	..	21,11,110	2,58,161	1,53,005	5.11
1893 . . .	1,01,71,109	31,11,113	11,21,411	3.57	..	..	..	..	31,11,113	3,31,113	1,78,230	6.55
1894 . . .	1,02,11,113	32,41,113	11,21,113	4.01	6,56,113	7,771	2,273	6.46	11,11,113	3,70,113	2,36,113	7.64
1895 . . .	4,11,43,818	32,15,541	15,77,111	3.88	6,11,113	1,52,113	11,113	12,51,113	3,18,113	2,02,440	6.27	..
1896 . . .	4,08,24,717	30,11,113	17,11,113	4.54	7,11,113	1,51,113	63,287	8.10	17,11,113	4,23,283	2,71,262	8.33
1897 . . .	4,09,60,044	16,11,113	10,11,113	4.71	7,11,113	2,11,113	90,276	11.41	17,11,113	3,11,113	1,18,358	3.63
1898 . . .	4,10,54,441	10,07,113	22,74,113	5.51	8,11,113	2,04,113	82,113	10.15	12,11,113	3,10,491	1,09,032	6.07
1899 . . .	4,11,56,113	41,10,113	21,01,113	6.02	10,70,539	1,71,113	54,827	5.27	12,83,612	3,20,110	8,16,654	6.60
1900 . . .	1,17,11,113	49,12,076	27,11,113	6.81	10,71,113	2,11,113	67,113	6.22	13,01,113	4,59,113	2,36,754	7.17
1901 . . .	4,22,11,113	60,77,927	21,11,113	6.24	11,20,510	2,17,601	91,177	9.20	11,46,113	3,12,327	2,15,111	6.44

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Bengal and North-Western (Com- pany's section)	75	Haridwar-Delhra	57
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Bombay extension	34	Indian Midland	34
Bombay Central and Jubbulpur- Porbandar	78	Jammu and Kashmir (Native State section)	76
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Bombay-Lahore	76	Jodhpur-Rajkot	76
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Bombay-Lahore	69	Jodhpur-Hyderabad (British section) Jodhpur	39

incomes derived by railways which are not guaranteed by the State.

AND WORKED BY COMPANIES—contd.

AND WORKED BY COMPANIES— <i>contd.</i>												CLASS OF RAILWAYS
3' 31"												GAUGE.
10 (c)				21 (d)				21 (e)				CLASS No.
HYDERABAD-GÓD (VÁRI VALLEY).				HINDIPUR (YEVANTPUR-MY-OLP FRONTIER)				BIRUR-SHIMOGA.				Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage of capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage of capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage of capital outlay.	Calendar year.
Rs.	Rs.	Rs.	..	Rs.	Rs.	Rs.	..	Rs.	Rs.	Rs.	..	
...	1879
...	1880
...	1881
...	1882
...	1883
...	1884
...	1885
...	1886
...	1887
...	1888
...	1889
...	1890
...	1891
...	1892
...	24,41,741	...	...	..	...	...	...	..	1893
...	23,39,502	57,631	22,708	0'69	...	...	...	..	1894
...	24,14,000	1,61,714	55,514	2'31	...	...	...	..	1895
...	24,11,628	1,92,159	71,960	3'30	...	...	...	..	1896
3,74,350	23,94,762	2,23,800	91,392	4'16	2,90,220	...	...	..	1897
17,64,352	24,70,210	2,61,527	1,81,159	7'31	6,27,263	...	...	..	1898
86,55,416	24,98,316	1,80,091	56,430	2'26	13,70,079	...	...	..	1899
2,00,21,971	63,381	36,877	0'16	24,98,162	1,49,363	50,528	2'02	20,85,475	6,186	1,881	0'09	1900
2,31,94,817	10,61,083	4,20,826	1'81	24,98,047	1,89,193	67,135	2'69	22,94,457	6,227	24,219	1'06	1901
2,44,37,419	20,10,033	9,23,300	3'74	24,94,729	1,97,709	60,724	2'43	24,01,338	62,058	16,093	0'71	1902

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Yochit	51	Nizam's Guaranteed State	72	Rohilkhand and Kumaon	64
Kasauli-Poralam	80	North Western State	48	Nagaur-Nawal	64
Khemgaon	61	Nowshera-Durgas	48	South-Bihar	56
Kolar Gold-Fields	74	(Budd and Rohilkhand State	47	South Indian	43
Kolhapur	74	Palampur-Dogra (State portion)	37	Southern Mahratta	58
Ledo and Tikak-Margherita Colluzy	62	Palampur-Dogra (State portion)	71	S. uttan Punjab	48
Lucknow-Hazrat	39	Pelid Cambay (Amard-Tarapur section)	71	Tanjore District Board (Mayavaram-Mutajet)	43
Ludhiana-Dhurr-Jakkal	70	Pelid Cambay (Tarapur-Cambay section)	71	Tapt Valley	54
Madras	52	Pondicherry	81	Tatakeswarai Magra	54
Madras (North East line)	36	Powayan Light	64	Tarakeswar	54
Morvi	79	Rajpur Dhamtari	44	Tarakeswar	54
Mymensingh-Jamalpur-Jagannath-ganj	50	Rajputana	75	Tarakeswar	54
Mysore-Nanjangud	74	Ra pura-Bhatinda	75	Tarakeswar	54
Mysore section (Southern Mahratta)	40	Rajputana-Malwa	75	Tarakeswar	54
Nagda-Ujjain	70	Ranachhat-Kranagar	66	Tarakeswar	54
Nagda	60			Tarakeswar	54

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS.					LINES OWNED BY NATIVE STATES														
GAUGE.																			
CLASS No.					21 (f)					21 (r)					9 (L)				
Railway					KOTHA PUR.					MYSORE-NARAJANGI					GAWWAR'S DABHOI.				
Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.			
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.				
1879 . .	..	...	...	..						9,62,450	72,451	31,609	3.2			
1880 . .	..	...	...	..						11,65,540	1,08,925	65,198	5.7			
1881 . .	..	...	...	..						12,57,448	1,41,233	45,840	3.6			
1882 . .	..	...	...	..						12,78,144	1,44,122	46,747	3.6			
1883 . .	..	...	...	..						12,77,143	1,44,170	38,565	3.0			
1884 . .	..	...	...	..						12,76,177	1,40,121	45,300	3.5			
1885 . .	..	...	...	..						13,11,122	1,52,881	55,623	4.2			
1886 . .	..	...	...	..						13,58,302	1,53,121	39,198	2.9			
1887 . .	..	...	...	..						13,47,250	1,51,112	47,121	3.5			
1888 . .	..	...	...	..						13,76,111	1,51,111	47,121	3.4			
1889 . .	13,50,602	...	...	..						13,76,111	1,51,111	47,121	3.4			
1890 . .	21,37,111	...	...	..						13,76,111	1,51,111	47,121	3.4			
1891 . .	23,16,111	58,191	20,811	9.1						13,76,111	1,51,111	47,121	3.4						
1892 . .	23,11,111	60,191	24,111	10.1						13,76,111	1,51,111	47,121	3.4						
1893 . .	23,21,111	1,11,191	40,111	21.1						13,76,111	1,51,111	47,121	3.4						
1894 . .	23,25,111	1,21,191	41,111	17.1						13,76,111	1,51,111	47,121	3.4						
1895 . .	23,26,111	1,21,191	51,111	21.1						13,76,111	1,51,111	47,121	3.4						
1896 . .	23,25,111	1,21,191	54,111	23.1						13,76,111	1,51,111	47,121	3.4						
1897 . .	23,24,111	1,21,191	41,111	17.1						13,76,111	1,51,111	47,121	3.4						
1898 . .	23,24,111	77,191	24,111	10.1						13,76,111	1,51,111	47,121	3.4						
1899 . .	23,24,111	92,195	33,191	14.0						13,76,111	1,51,111	47,121	3.4						
1900 . .	23,24,111	1,21,191	44,111	19.1						13,76,111	1,51,111	47,121	3.4						
1901 . .	23,24,111	1,14,111	35,111	15.1						13,76,111	1,51,111	47,121	3.4						

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Ahmedabad-Punjab
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Assam-Bengal
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Bengal and North-Western (Com- pany's section).
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Bombay Western
Bombay Western extensions
Bombay Southern
Bombay Eastern
Bombay Northern-Gujarat-Portbandar Kharwar-Ratneshwar (Native section)
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30	Choch Behu
61	Chowringhy-Hyderabad
61	Chittab Chhalla-kilka
31	Chittab
33	Chittab
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Appendix 9: Gain or loss

income derived by railways which are not guaranteed by the State.

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AND WORKED BY COMPANIES—cont'd.

AND WORKED BY COMPANIES— <i>contd.</i>													CLASS OF RAILWAYS.
3' 6"				2' 6"				5' 6"				Gauge.	
9 (l)				P (h)				7 (c)				Class. No.	
RAJPIPLA.				Gwalior Light.				RAJPIPLA-BHAILINDA.				Railway.	
Capital outlay	Gross earnings	Net traffic earnings.	Percentage on capital outlay	Capital outlay.	Gross earnings.	Net traffic earnings	Percentage on capital outlay	Capital outlay.	Gross earnings	Net traffic earnings.	Percentage on capital outlay.	Calendar year.	
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.			
	...	..	.	.	..	...	...	...	...	...	...	1879
	...	..	..	..	..	...	...	...	...	...	..	1880
.	..	...	.	..	...	...	..	...	...	.	...	1881
	...	...	.	.	...	...	...	...	...	...	.	1882
.	...		..	..	.	...	...	.	...	...	..	1883
..		..		...	...	..	.	11,12,229	5,111	—426	...	1884
				...	..		.	12,29,141	49,799	—4,255	...	1885
				..	..			12,00,141	1,600	1,916	1'12	1886
				...	...	.		1,15,000	...	15,425	1'24	1887
	..	..	..	..	..	.	.	22,01,000	...	18,040	0'42	1888
				...	...	.	.	11,83,919	1,000,000	58,403	0'43	1889
				...	...	.	.	64,00,531	5,00,000	2,55,120	3'00	1890
.	...	...	..	...	.	...	...	1,51,000	7,100	3,21,000	4'02	1891
..	.	..	...	.	...	...	...	11,41,000	2,00,000	2,00,000	3'82	1892
.	..	...	...	..	...	..	...	6,20,000	1,00,000	3,00,000	4'50	1893
12,647	...	...	...	..	...	...	...	67,03,000	1,50,000	5,00,000	8'45	1894
77,205	...	...	...	...	...	...	...	67,03,000	1,50,000	5,00,000	8'45	1895
4,00,141	.	...	...	8,100	...	...	...	10,05,000	2,00,000	4,00,000	6'71	1896
7,55,792	5,705	—6,514	...	1,00,550	...	...	...	6,00,000	6,00,000	3,10,000	4'68	1897
11,03,133	10,624	—9,172	...	9,00,000	...	...	...	67,04,000	7,00,000	3,10,000	4'72	1898
13,07,820	33,800	8,478	0'65	22,79,000	4,000	—4,113	...	67,05,785	6,70,500	3,05,704	4'56	1899	
13,10,159	40,463	12,131	0'03	27,10,551	84,617	—137	...	67,05,785	6,90,804	3,12,211	4'66	1900	
13,06,822	47,142	10,007	0'00	31,00,000	82,227	—570	.	67,05,000	8,00,000	4,00,000	5'77	1901	

Jorhat	.	.	.	.	.
Karakhal-Pealam	.	.	.	.	.
Klump-ton	.	.	.	.	.
Kolar Gold fields	.	.	.	.	.
Kolhapur	.	.	.	.	.
Ledo and Tikah-Margherita Colliery	.	.	.	.	.
Lucknow-Bareilly	.	.	.	.	.
Ludhiana-Dhruv-Jakkal	.	.	.	.	.
Madras	.	.	.	.	.
Madras (North-East line)	.	.	.	.	.
Mawla	.	.	.	.	.
Morvi	.	.	.	.	.
Muzensingh-Jamulpur-Jagannath-
Ganj
Myra-Nanangudi
Myra section (Southern Mahratta)
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Nagda

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71	Tapti-Valley
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Appendix 7.

Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.													
CLASS OF RAILWAYS.													
Gauge.				5' 6"					2' 6"				
Class: No.				7 (d)					7 (e)				
Railway.				JAMMU AND KASHMIR. (NATIVE STATE SECTION).					LUCHIANA-DHURI-JAHNAG.				
									COOCH BEHAR.				
Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Percentage on capital outlay.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1879 .													
1880 .													
1881 .													
1882 .													
1883 .													
1884 .													
1885 .													
1886 .													
1887 .													
1888 .	29,545												
1889 .	7,51,438												
1890 .	12,37,071	45,667	13,770	1'11									
1891 .	13,80,053	57,312	15,704	1'15					14,685				
1892 .	7,45,304	54,005	15,444	1'13					4,14,131				
1893 .	9,56,327	14,332	14,314	1'50					6,5,172	5,846	—2,455		
1894 .	9,34,773	17,351	17,556	1'83					7,14,318	40,210	8,576	1'20	
1895 .	9,60,010	18,202	18,202						7,30,153	53,174	10,810	2'13	
1896 .	9,60,011	51,321	31,121	3'25					7,14,734	70,128	38,370	5'03	
1897 .	9,85,151	35,731	21,527	2'24					9,01,210	64,262	35,344	3'92	
1898 .	9,12,846	48,164	21,433	2'23					10,32,118	66,124	6,687	0'65	
1899 .	9,60,120	51,532	22,432	2'30					12,22,031	82,773	43,073	3'32	
1900 .	9,60,492	55,215	24,571	2'56					12,83,706	94,792	51,602	4'02	
1901 .	9,60,641	471	23,175	2'43	43,10,407		91,014		13,04,093	1,27,366	74,667	5'35	

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Ahmedabad-Parantij	60	Puri Shimoga	71	Cacknar's Mehada	72
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Amara-Bengal	61	Brahmaputra Sullapuri	59	Guntkal-Mysore frontier	41
Bimal Light	61	Bu. ma	43	Gwalior Light	75
Bengal and North-Western (Company's section)	62	Calcutta Port Commissioners'	57	Haidwar-Delhra	57
Bengal Central	61	Cherra-Comptongganj	49	Hindupur (Yewantpur-Mysore frontier)	73
Bengal Dooars	61	Cochin-Bihar	76	Hovra-Amta	67
Bengal Dooars extension	61	Darjeeling-Himalayan	67	Hovra-Sherkhal	68
Bengal-Nagpur	61	Delhi-Lumballa-Kalka	50	Hyderabad-Andavari Valley	73
Borwada extension	34	Droghda	63	Indian Midland	34
Bhavnagar (British section)	78	Dhule	32	Jammu and Kashmir (Native State section)	76
Bhopal (British section)	70	Dhule	62	Jamnagar	78
Bhopal (Native State section)	70	Dhule	46	Jalmar-Kajkot	78
Bhopal-Lijjan	70	Dhule	46	Jodhpur	77
Bikaner	77	Dhule	30	Jodhpur-Hyderabad (British section)	39
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Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

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LINES OWNED AND WORKED BY NATIVE STATES.

CLASS : OF
RAIL-
WAYS.

18 (a)				18 (b)				19 (a)				CLASS : OF RAIL- WAYS.
JODHPUR-BIKANER (JODHPUR SECTION).				JODHPUR-BIKANER (BIKANER SECTION).				UDAIPUR-CHITRAL.				Class No.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Railway.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Calendar year.
...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	...	1882
4,40,866	40,351	23,110	4.1	...	...	...	...	...	...	...	...	1883
8,00,995	64,352	31,748	3.9	...	...	...	...	...	...	...	...	1884
15,40,315	1,70,601	1,12,505	7.3	...	...	...	...	...	...	...	...	1885
21,22,503	2,75,728	1,11,117	6.3	...	...	...	...	...	...	...	...	1886
22,31,413	1,18,701	1,01,777	5.0	...	...	...	...	...	...	...	...	1887
22,41,006	1,00,401	1,01,855	4.5	...	...	...	...	...	...	...	...	1888
22,73,076	1,09,151	1,02,295	4.5	...	...	...	...	...	...	...	...	1889
22,75,338	3,70,121	1,04,102	5.1	4,15,501	...	...	...	...	...	...	...	1890
41,87,110	6,12,930	3,34,764	7.4	14,32,706	5,11,000	2,724	0.19	...	...	...	...	1891
10,50,552	9,40,000	5,22,141	8.7	9,48,622	76,547	24,004	2.63	...	...	...	...	1892
64,74,011	8,31,767	4,13,001	6.7	9,65,771	66,755	25,735	2.66	7,000	...	...	...	1893
64,43,374	10,81,150	6,60,373	10.3	9,69,407	81,274	40,447	4.17	2,70,472	...	...	...	1894
64,12,134	9,71,733	5,61,246	8.8	9,71,064	81,000	45,006	4.64	13,19,550	51,702	18,778	1.40	1895
64,78,328	11,64,165	7,35,273	11.40	9,73,294	1,30,727	75,382	7.75	15,63,721	1,35,210	53,750	3.14	1896
74,00,176	11,72,158	7,44,799	9.94	9,73,473	1,17,010	65,504	6.73	15,79,040	1,23,175	...	...	1897
1,00,85,194	12,22,726	7,30,056	7.25	13,14,152	1,17,472	77,616	5.95	17,89,252	1,43,622	61,364	3.43	1898
1,13,42,183	19,09,007	11,66,844	10.29	12,61,217	1,74,530	1,04,344	8.25	19,09,012	2,10,540	1,04,000	5.27	1899
1,14,28,508	16,56,478	9,07,480	7.94	12,60,132	1,92,158	1,04,062	8.22	19,00,010	3,17,028	1,85,703	4.38	1900
1,17,84,846	15,67,073	7,14,436	6.10	18,01,515	2,46,675	1,05,697	5.86	20,61,858	2,22,175	94,112	4.56	1901

Jorhat	...
Karailkal-Peralim	...
Kharigaon	...
Kolar Gold-fields	...
Kolhapur	...
Ledo and Tikak-Marghera Colliery	...
Lucknow-Bareilly	...
Ludhiana-Dhuri-Jakkhal	...
Madras	...
Madras (North-East line)	...
Morvi	...
Mymerangh-Jamulpur-Jagannath-	...
ganj	...
Myra-Nanjangud	...
Myra section (Southern Mahratta)	...
Nagda-Ujjain	...
Nagpur	...

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North Western State	...
Nuwshera-Ibargai	...
Orissa and Rohilkhand State	...
Palanpur-Doma (State portion)	...
Palampur-Doma (Darbar portion)	...
Pelad-Cambay (Anand-Tarapur section)	...
Pelad-Cambay (Tarapur-Cambay section)	...
Pondicherry	...
Powayan Light	...
Rampur-Dhanbari	...
Rajpura	...
Rajpura-Bhatinda	...
Rajputana-Malwa	...
Ranaghat-Krishnagar	...

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Rohilkhand and Kumaon	...
Sagauli-Kasaul	...
South Bihar	...
South Indian	...
Southern Mahratta	...
Southern P. Indian	...
Tanjore District Board (Mayavaram-Mutapur)	...
Tapti Valley	...
Tarapur-Magra	...
Tarapur	...
Tarapur-Balipara	...
Tarapur State	...
Udaipur-Chitral	...
Wardha Coal	...
West of India Portuguese	...

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Appendix 7.
Gain or loss.

Income derived by railways which are not guaranteed by the State.

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LINES OWNED AND WORKED BY NATIVE STATES— <i>concl.</i>												CLASS OF RAILWAYS.
3' 11"				2' 6"				TOTAL NATIVE STATE LINES.				GAUGE.
20 (d)				21 (e)								Class No.
DHIRANGADRA.				MORVI.								Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	1,411,201	7,74,474	1,37,112	6.07	1879
...	1,411,233	7,66,770	1,37,112	1.11	1880
...	1,411,163	7,66,770	1,37,112	2.71	1881
...	2,65,75,153	2,45,75,65	8,19,122	3.19	1882
...	2,65,75,153	2,45,75,65	8,19,122	2.45	1883
...	2,65,75,153	2,45,75,65	8,19,122	3.50	1884
...	2,65,75,153	2,45,75,65	8,19,122	2.12	1885
...	6,88,671	11,822	...	...	2,65,75,153	2,45,75,65	8,19,122	2.80	1886
...	11,07,700	1,76,407	16,774	1.51	2,65,75,153	2,45,75,65	8,19,122	2.73	1887
...	11,77,441	1,62,107	21,764	1.17	2,65,75,153	2,45,75,65	8,19,122	2.10	1888
...	18,01,441	1,76,407	56,721	3.01	2,65,75,153	2,45,75,65	8,19,122	2.78	1889
...	21,77,113	2,15,777	77,751	4.12	2,65,75,153	2,45,75,65	8,19,122	2.91	1890
...	20,77,520	1,76,407	1,77,617	5.24	2,65,75,153	2,45,75,65	8,19,122	3.50	1891
...	21,04,511	1,76,407	1,76,407	6.19	2,65,75,153	2,45,75,65	8,19,122	3.57	1892
...	21,77,113	1,76,407	1,76,407	6.75	2,65,75,153	2,45,75,65	8,19,122	3.95	1893
...	22,23,526	1,76,407	1,42,407	6.42	2,65,75,153	2,45,75,65	8,19,122	4.42	1894
...	23,04,511	1,76,407	2,00,127	8.34	2,65,75,153	2,45,75,65	8,19,122	4.24	1895
...	23,57,115	1,76,407	1,81,621	7.62	2,65,75,153	2,45,75,65	8,19,122	4.73	1896
5,830	24,76,757	1,76,407	2,11,742	8.35	2,65,75,153	2,45,75,65	8,19,122	4.24	1897
5,93,580	23,125	10,617	1.79	24,76,446	1,76,407	1,63,740	6.61	2,65,75,153	2,45,75,65	8,19,122	3.90	1898
6,06,104	63,870	30,078	3.46	25,01,414	1,76,407	1,70,053	6.78	2,65,75,153	2,45,75,65	8,19,122	4.31	1899
5,86,534	57,366	17,794	3.24	27,28,115	1,76,407	1,58,794	5.82	2,65,75,153	2,45,75,65	8,19,122	4.70	1900
5,86,100	46,196	11,765	2.01	27,01,414	1,76,407	1,27,534	4.55	2,65,75,153	2,45,75,65	8,19,122	4.31	1901

hat	Page	Nizam's Guaranteed State	Page	Rohilkhand and Kumaon	Page
K. Lakshmi-Petralam	50	North West Frontier State	72	gauli-Kataul	64
Kilampson	51	Nowshera-Dargai	48	th Behar	63
Lu Gold-fields	61	Quith and Rohilkhand State	48	uth Indian	58
K. hapi	72	Palampur-Dera (State portion)	47	uthern Mahratta	42
Ledo and Likak-Margherita Colliery	74	Palampur-Dera (Darbar portion)	37	uthern Punjab	40
Lucknow-Bareilly	67	Pettad-Cambay (Anand-Lalapur section)	71	Lanyon District Board (Mayavaram-Mutapur)	58
Ludhiana-Dhuri-Jakhal	70	Pettad-Cambay (Anand-Lalapur section)	71	Tapti Valley	43
Madras	71	Pettad-Cambay (Anand-Lalapur section)	71	Lakeshwar-Mogra	58
Madras (North-East line)	72	Pondicherry	81	Takrur	57
Morvi	73	Powayan Light	64	Tespur-Ratipara	66
Mymensingh-Jamálpor-Jagannathganj	79	Rampur-Dhamtari	44	Urhoor State	38
Mysore-Nanjangud	74	Rajpura	75	Udampur-C. hitor	77
Mysore section (Southern Mahratta)	40	Rajpura-Bhatinda	75	Wardha Coal	33
Nagda-Lijana	70	Rajputana-Malwa	35	West of India Portuguese	80
Nalgri	80	Ranaghat-Krishnagar	66		

Appendix 7. Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS.		LINES IN FOREIGN TERRITORY.							
GAUGE.		3' 31"							
Class. No.		22 (a)				23 (c)			
Railway.		WEST OF INDIA PORTUGUESE.				KARAIKKAL-PERALAM.			
Calendar year.		Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.
		Rs.	R.	Rs.		Rs.	Rs.	Rs.	
1870	" " "	...	...	...	...	...	...	...	...
1880	" " "	...	...	...	...	...	...	...	...
1881	" " "	...	...	...	...	...	...	...	...
1882	" " "	...	...	...	...	...	...	...	...
1883	" " "	...	...	...	...	...	...	...	...
1884	" " "	...	...	...	...	...	...	...	...
1895	" " "	...	...	...	...	...	...	...	...
1896	" " "	...	...	...	...	...	...	...	...
1897	" " "	...	...	...	...	...	...	...	...
1898	" " "	...	...	...	...	...	...	...	...
1899	" " "	...	...	...	...	...	...	...	...
1900	" " "	1,63,14,170	4,75,417	77,001	0.47	...	...	...	...
1901	" " "	1,63,22,130	5,44,014	1,21,543	0.74	...	...	...	...
1902	" " "	1,63,30,001	5,74,681	...	0.67	...	...	...	...
1903	" " "	1,63,74,316	5,81,705	...	1.01	...	...	...	...
1904	" " "	1,63,12,913	5,11,673	1,14,332	0.73	...	...	...	...
1905	" " "	1,61,41,066	5,41,077	1,12,137	0.67	4,750	...	...	...
1906	" " "	1,63,80,411	2,17,176	-75,413	...	59,009	...	...	...
1907	" " "	1,61,41,068	1,70,722	-1,60,745	...	5,03,082	...	...	...
1908	" " "	1,61,17,442	2,20,700	-1,10,145	...	7,21,665	19,733	7,855	1.09
1909	" " "	1,62,96,432	5,72,175	1,44,665	1.01	7,25,344	27,685	9,037	1.25
1910	" " "	1,63,39,262	3,11,106	-64,845	...	7,20,715	24,608	9,478	1.30
1911	" " "	1,63,42,023	1,11,111	-48,530	...	7,23,746	30,450	13,314	1.84

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income derived by railways which are not guaranteed by the State.

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LINES IN FOREIGN TERRITORY— <i>contd.</i>								CLASS OF RAILWAYS.
31.3.				TOTAL LINE IN FOREIGN TERRITORY.				Gauge.
23.10.								Class No.
PONDICHERRY.								Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percent age on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent age on capital outlay.	Calendar year.
Rs.	Rs.	Pcs.		Rs.	Rs.	Rs.		
"	"	"	"	"	"	"	"	1879
"	"	"	"	"	"	"	"	1880
"	"	"	"	"	"	"	"	1881
"	"	"	"	"	"	"	"	1882
"	"	"	"	"	"	"	"	1883
"	"	"	"	"	"	"	"	1884
"	"	"	"	"	"	"	"	1885
"	"	"	"	"	"	"	"	1886
"	"	"	"	"	"	"	"	1887
"	"	"	"	"	"	"	"	1888
"	"	"	"	"	"	"	"	1889
5,56,515	"	"	"	11,13,113	22,71,113	10,20,113	10.50	1890
5,56,515	2,10,000	20,000	3.4	11,13,113	22,71,113	10,20,113	10.81	1891
5,56,515	3,00,000	30,000	5.36	11,13,113	22,71,113	10,20,113	10.10	1892
5,56,515	1,00,000	10,000	1.79	11,13,113	22,71,113	10,20,113	10.09	1893
5,56,515	"	1,00,000	3.4	11,13,113	22,71,113	10,20,113	10.92	1894
5,56,515	50,000	40,000	3.4	11,13,113	22,71,113	10,20,113	10.71	1895
5,56,515	3,00,000	30,000	3.4	11,13,113	22,71,113	10,20,113	10.05	1896
5,56,515	2,50,000	25,000	3.92	11,13,113	22,71,113	10,20,113	10.07	1897
5,56,515	3,00,000	30,000	2.5	11,13,113	22,71,113	10,20,113	10.05	1898
5,56,515	4,00,000	40,000	3	11,13,113	22,71,113	10,20,113	10.11	1899
5,56,515	5,00,000	50,000	4.00	11,13,113	22,71,113	10,20,113	10.00	1900
5,56,515	6,00,000	60,000	5.00	11,13,113	22,71,113	10,20,113	10.01	1901

61	Norfolk's Guarantee of State			
62	North Carolina			
63	North Carolina, at			
64	North and South Island State			
65	North Carolina (see also page 66)			
66	North Carolina (see also page 66)			
67	North Carolina (see also page 66)			
68	North Carolina (see also page 66)			
69	North Carolina (see also page 66)			
70	North Carolina (see also page 66)			
71	North Carolina (see also page 66)			
72	North Carolina (see also page 66)			
73	North Carolina (see also page 66)			
74	North Carolina (see also page 66)			
75	North Carolina (see also page 66)			
76	North Carolina (see also page 66)			
77	North Carolina (see also page 66)			
78	North Carolina (see also page 66)			
79	North Carolina (see also page 66)			
80	North Carolina (see also page 66)			
81	North Carolina (see also page 66)			
82	North Carolina (see also page 66)			
83	North Carolina (see also page 66)			
84	North Carolina (see also page 66)			
85	North Carolina (see also page 66)			
86	North Carolina (see also page 66)			
87	North Carolina (see also page 66)			
88	North Carolina (see also page 66)			
89	North Carolina (see also page 66)			
90	North Carolina (see also page 66)			
91	North Carolina (see also page 66)			
92	North Carolina (see also page 66)			
93	North Carolina (see also page 66)			
94	North Carolina (see also page 66)			
95	North Carolina (see also page 66)			
96	North Carolina (see also page 66)			
97	North Carolina (see also page 66)			
98	North Carolina (see also page 66)			
99	North Carolina (see also page 66)			
100	North Carolina (see also page 66)			

Page		Page
	Rohit Kund and Kurnan	64
	Tagote-Raxal	65
	u Behar	56
	u Mithra	
	u Mithra's	
	Thrust Beard (Miyavram-)	
	Mitrook	43
	Volley	48
71	Laurel's u Magna	65
61	Laurel's	57
64	Laurel's u Magna	66
44	Laurel's State	38
75	Laurel's u Magna	77
75	Laurel's u Magna	38
16	West of India Portuguese	80

Appendix 8.
Sterling capital authorised.

APPENDIX

Capital authorised to be raised for each Guaranteed railway and State line leased to

(Referred to in paragraph

Classification.	RAILWAYS.	AMOUNT AUTHORISED TO BE RAISED BY THE COMPANIES UP TO THE 31ST DECEMBER 1901.					AMOUNT RAISED BY THE COMPANIES AND FARM OF STATE IN ENGLAND TO THE		
		Share Capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium)	Total.	Share Capital.	Debentures.	Debenture stock.
		£	£	£	£	£	£	£	£
<i>Guaranteed.</i>									
9 (a)	Bombay, Baroda and Central India	7,550,300	3,005,400	..	29,731	10,585,431	7,550,608	3,004,400	..
11 (a)	Madras : : . . .	10,257,630	1,522,300	..	9,761	11,789,691	10,257,630	1,520,000	..
	Total	17,807,930	4,527,700	..	39,492	22,447,122	17,808,238	4,524,400	..
<i>State lines leased to Companies</i>									
3 (a)	Bengal Central	500,000	500,000	..	..	1,000,000	500,000	..	..
4 (a) & (d)	Bengal-Nagpur	3,000,000	1,000,000	..	1,170	4,001,170	3,000,000	1,000,000	..
	Do. Extension . . . . .	..	2,100,000	..	9,450	2,109,450	..	2,100,000	..
8 (d)	Indian Midland	3,000,000	1,000,000	..	5,777	4,005,777	3,000,000	1,000,000	..
14 (a)	Assam-Bengal	1,500,000	1,000,000	..	15,385	2,515,385	1,500,000	1,000,000	..
17 (b)	Lucknow-Barrilly section (Rohilkhand and human) . . . . .	..	147,000	..	..	147,000	..	147,000	..
21 (a)	Southern Mahratta	2,500,000	1,000,000	..	30,000	3,530,000	2,500,000	1,000,000	..
21 (b)	Mysore section (Southern Mahratta) . . . . .	..	..	1,000,000	24,000	1,224,000	..	..	1,224,000
24 (a)	Burma	2,000,000	..	..	..	2,000,000	2,000,000	..	..
	Total	13,000,000	5,000,000	1,000,000	35,265	19,035,265	13,000,000	5,000,000	1,224,000
	Grand Total	30,807,930	9,527,700	1,000,000	74,757	41,130,387	30,808,238	9,524,400	1,224,000

Details of Debenture issues on 31st December 1901 and the date at which the issues were made —

Bombay, Baroda and Central India Railway —

300,000	3 per cent
100,000	2½ „ „
140,400	2½ „ „
100,500	1 „ „
500,000	2 „ „
100,000	2½ „ „
120,000	3½ „ „
100,700	3 „ „
536,000	1 „ „
500,000	3½ „ „
199,800	2½ „ „
300,000	2½ „ „

2,005,400

Madras Railway —

17,500	3 per cent
60,000	2½ „ „
20,000	2½ „ „
100,000	2½ „ „
300,000	3½ „ „
100,000	3 „ „
111,500	3 „ „
140,000	2½ „ „
100,000	3½ „ „
200,000	3½ „ „
61,400	3½ „ „

1,574,500

30th June 1902
31st December 1902
31st December 1903
30th June 1904
30th June 1904
31st December 1905
30th June 1906
30th June 1906
30th April 1907
31st October 1907
31st December 1907

DIX 8.

Appendix 8.
Sterling capital authorised.

companies, the amount raised and the amount withdrawn to 31st December 1901.

15 of Report.)

ADVANCED BY THE SHARE- HOLDERS TO THE 31ST DECEMBER 1901.		AMOUNT RAISED IN INDIA TO THE 31ST DECEMBER 1901.		Total amount raised to the 31st December 1901.	TOTAL AMOUNT WITH- DRAWN TO THE 31ST DECEMBER 1901.		REMARKS.
Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51, Vult., Cap. 5.	Share capital.	Capital not bearing interest (premium).		During calendar year 1901.	Up to the close of calendar year 1901.	
£	£	£	£	£	£	£	
28,731	...	21,772	...	10,549,431	2,000,374	1,062,511	5 per cent.
9,771	...	...	...	11,538,366	3,841,000	11,250,000	† 5 " " " " " £ 8,757,670 4 " " " " " " " 99,030 4 " " " " " " " 500,000
19,400	...	21,672	...	22,427,819	1,957,704	22,000,000	‡ Replaced by advances raised under Act 51, Vult., Cap. 5.
...	5,000,000	...	...	1,000,000	1,000,000	1,000,000	£ 31 per cent.
5,150	2,700,000	...	...	7,415,025	1,000,000	7,415,025	§ Includes expenditure by the State on the Karnal main section, which is equi- valent to £ 32,552.
9,150	...	...	...	2,112,775	4,700,000	5,812,775	
—5,007	1,749,000	...	...	7,992,121	102,720	8,094,841	|| £ 147,000 sterling debentures were issued by the Company in England and sold for Rs. 2,00,000. This sum was paid into the Chhatta Treasury and the contribution is equivalent to sterling payment of £ 100,000. † expenditure in excess of this capital to be advanced in India.
15,200	...	...	...	2,977,100	105,000	3,082,100	
...	...	...	...	14,000	17,000	31,000	
3,000	2,120,000	1,400	34	6,000,000	10,000	6,010,000	†† Include capital raised for completion of the Bulhary-Kidna section, and ex- penditure thereon from the 1st January 1901.
24,000	...	...	...	1,000,000	10,000	1,010,000	
...	...	...	...	2,000,000	10,000	2,010,000	
1,000	6,740,000	1,400	34	31,500,000	1,750,000	33,250,000	‡‡ 3 per cent.
1,000	6,734,000	2,132	34	53,910,000	2,240,000	56,150,000	§§ 2 " "

Bengal-Nagpur Railway—

£			
2,500,000	3 per cent.	18th February 1902	171,200
1,234,400	4 " "	1903	250,000
500,000	2½ " "	10th July 1903	5,25,000
400,000	2½ " "	21st April 1904	1,000,000
400,000	...	12th August 1905	1,000,000
400,000	3 " "	15th June 1906	150,000
155,000	3½ " "	3rd January 1908	500,000
400,000	3½ " "	4th May 1909	3,654,100

Indian Midland Railway—

£			
...	2½ per cent.	31st December 1901	...
...	7½ " "	1903	...
...	2½ " "	30th June 1903	...
...	3½ " "	31st December 1903	...
...	3½ " "	30th June 1904	...
...	3 " "	10th June 1905	...
...	3½ " "	3rd October 1905	...

Southern Mahratta Railway—

£			
...	2½ per cent.	1st April 1904	...
88,100	3 " "	1st October 1905	...
600,000	3 " "	1st April 1906	...
500,000	3½ " "	1st October 1907	...
255,000	3½ " "	1st October 1908	...
...

Assam-Nagpur Railway—

£			
500,000	3 per cent.	4th July 1902	...
300,000	2½ " "	13th April 1903	...
500,000	1½ " "	4th July 1907	...
...

Lucknow-Patna Railway—

£ 147,000 " " " 3½ per cent

1st July 1904. ———
1,300,000

Appendix 9. Budget allotments.

DIX 9.

during each official year from 1892-93 and the amount actually expended.

graph 16 of Report).

4 (a), (b) AND (d), BENGAL-NAGPUR												CLASS 1 No. RAILWAY.
CENTRAL.												
Capital actually expended.	Mileage opened during the year	Capital	Capital	Capital Budget	Capital actually expended	Mileage opened during the year	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended	Mileage opened during the year	Particulars. Year.
1,18,013		51,41,000	52,11,000	42,600	41,16,542		1,67,15,000	1,08,01,000	1,24,04,000	1,23,40,000	57.14	1892-93
28,204		2,46,000	21,20,000	13,73,000	11,04,142		20,001,000	91,45,000	90,73,000	97,44,000	174.81	1893-94
58,730		8,71,000	6,41,000	3,15,000	3,21,482		90,05,000	70,10,000	78,15,000	81,21,000	60.7	1894-95
51,664		7,07,000	6,04,000	2,57,000	21,12,011		51,01,000	51,00,000	57,11,000	57,61,000	137.77	1895-96
9,56,512		1,54,74,000	1,40,04,000	1,54,77,000	1,57,02,395		1,71,74,000	60,78,000	1,11,00,000	1,10,42,000	47.1	1896-97
6,57,018							1,06,70,000	25,20,000	90,73,000	89,49,400	2.6	1897-98
6,16,212		2,57,000	2,77,000	1,81,000	1,84,42,000	323.51	25,12,000	90,44,000	89,54,000		212.32	1898-99
1,07,704		2,13,10,000	1,77,00,000	1,77,00,000	1,77,00,000	5.75	20,55,000	27,10,000	30,70,000			1899-1900
2,35,634		1,77,10,000	1,04,00,000	81,04,000	71,01,167	92.54	34,22,000	14,00,000	11,41,000			1900-01
		1,83,32,000	1,74,91,000	1,80,70,000		2.24						1901-02
5 (d) AND (e), INDIAN MIDLAND.												
6 (a), BOMBAY, BARODA AND CENTRAL INDIA.												
7,36,515		20,14,000	21,89,000	14,77,000	12,17,184		1,79,000	1,00,000	2,53,000	1,71,105		1892-93
4,20,123		10,40,000	21,40,000	11,40,000	8,72,552		12,50,000	12,05,000	10,25,000	9,40,000		1893-94
16,18,200		12,00,000	22,17,000	9,25,000	7,48,721		15,00,000	9,70,000	17,70,000	16,65,100		1894-95
5,09,701		7,10,000	2,50,000	8,80,000	4,81,115	5.77	30,40,000	25,40,000	28,10,000	27,51,000		1895-96
4,80,400		10,00,000	10,7,000	6,14,000	70,12,172		20,75,000	4,11,000	31,02,000	28,73,000		1896-97
15,41,212		11,90,000	20,01,000	20,24,000	30,12,390	47.51	57,00,000	67,40,000	27,00,000	25,51,200		1897-98
28,57,021		17,00,000	20,10,000	21,84,000	20,84,558	68.21	51,50,000	60,43,000	45,02,000	40,21,000		1898-99
28,74,451		1,50,000	2,50,000	21,40,000	19,97,774		40,00,000	41,00,000	51,81,000	41,40,000		1899-1900
16,04,115		22,40,000	2,00,000	17,00,000	17,10,244		41,50,000	10,00,000	12,00,000	14,70,000		1900-01
		32,70,000	31,00,000	27,40,000			20,15,000	2,00,000	27,70,000			1901-02
16 (b), AND NORTH WESTERN (LICHHAW-RAJPORE)												
17 (b), ROHILKHAND AND KANPUR (LICHHAW-BAREILLY SECTION)												
51,14,004		3,00,000	2,20,000	12,40,000	12,40,004		2,00,000	2,00,000	2,00,000	2,00,000		1892-93
80,70,000		3,00,000	1,00,000	1,10,000	1,21,000		2,00,000	4,41,000	2,70,000	2,10,000		1893-94
1,00,00,000		10,00,000	8,00,000	5,50,000	2,50,000		2,00,000	2,00,000	1,00,000	1,11,000		1894-95
1,17,20,000	138.00	7,00,000	7,00,000	8,00,000	5,00,000		2,00,000	2,00,000	2,00,000	2,00,000		1895-96
1,15,51,501	201.7	4,00,000	4,00,000	21,41,000	10,10,234		4,00,000	7,40,000	5,17,000	2,00,000		1896-97
1,10,24,100		7,10,000	7,10,000	5,50,000	47,41,200		3,00,000	2,00,000	4,40,000	3,57,000		1897-98
1,24,74,000	5.82	5,00,000	62,00,000	4,00,000	34,00,341		5,00,000	1,00,000	1,00,000	1,00,000		1898-99
1,01,54,000	20.11	1,00,000	24,00,000	10,00,000	12,70,000	71.27	1,00,000	6,00,000	6,00,000	—2,000		1900-1900
90,38,316	142.00	4,00,000	31,00,000	50,00,000	53,02,400	62.18	1,10,000	3,74,000	3,74,000	3,63,000		1900-01
	10.74	25,00,000	25,40,000	27,40,000		11.26	2,00,000	2,00,000	4,00,000			1901-02
24 (a), INDIAN.												
FRONTIER RESERVE MATERIAL, STORES AND COLLIERIES.												
—20,00,177		5,40,000	51,80,000	51,12,000	40,95,044	99.44						1892-93
7,30,343		4,70,000	41,82,000	34,10,000	11,70,072	12.80						1893-94
1,25,032		26,31,000	7,20,000	31,00,000	33,40,004	25.46						1894-95
2,82,340		15,14,700	11,11,000	16,00,000	16,71,732	241.07						1895-96
1,40,527		8,70,000	9,20,000	71,53,000	60,10,504							1896-97
—2,01,106		77,10,000	77,10,000	55,10,000	52,10,324	20.00						1897-98
—10,58,798		90,00,000	1,00,00,000	70,00,000	72,00,000							1898-99
20,00,000		1,10,00,000	80,00,000	70,00,000	75,14,700	37.21						1899-1900
24,07,320		20,00,000	20,00,000	27,00,000	27,00,000	120.00						1900-01
		22,00,000	20,00,000	27,00,000		23.70						1901-02

Transferred from one railway system to another except the amounts allotted and expended on works of construction, railway and partly to the Madras railway from the 1st January 1901.

Appendix 10.
Annual capital outlay.

APPEN

Capital expenditure in thousands of rupees

(Referred to in paragraphs

Railway.	EXPENDITURE ON NEW LINES IN THOUSANDS OF RUPEES EXCLUDING STIPEND								EXPENDITURE ON ROLLING STOCK IN THOUSANDS OF RUPEES EXCLUDING STIPEND							
	YEARS								YEARS							
	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
East Indian	28,31	11,31	11,27	12,06	20,57	14,72	23,53	47,5	1,1	6,00	3,0	12,01	27,27	30,75	12,62	64,21
Eastern Bengal	9,00	3,0			2,11	31,10	3,0	6,00	2,00			5,1	10,15	10,11	18,1	13,01
Bengal Central												11,11	4,27	1,05		-3,1
Bengal-Nagpur		8,1	1,1	62,90	1,71	1,71	1,57	7,10	4,1	17,80	2,1	2,1		1,1	33,00	27,15
Calcutta Port Commis- sioners																13,40
Cuth and Rohilkhand State	4,11	70,81	15,14	23,00	1,23	1,23	1,23	27,17				5,1	3,51	7,1	5,00	5,05
North Western State	4,00	5,07	77,21	1,47	1,18	6,21	1,70	4,00	41,5	1,51	9,1	2,1	10,23	36,12	21,5	1,00
Great Indian Penin- sula	12,70	34,50	15,31	27,30	65,00					17,27	4,27	1,00	8,0	1,00	7,01	63,1
Bombay, Baroda and Central India		6,1	5,2	16,33	5,71	2,00	6,20	1,00	3,0	1,1	6,00	5,00	1,07	9,1	5,00	1,00
Nizam's Guaranteed State				15,31	52,00	1,23	5,21	7,0	1,0			2,00	4,0	3,00	1,00	12,07
Madras		25,11	1,1	2,1	10,00	11,20	5,0		3,0		4,1	3,1	1,00	1,07	3,00	2,00
Bengal Douars			7,2	3,10	1,07	1,07	1,07	1,07				1,1	1,1	1,1	1,00	1,00
Dibru-Sadiya									5,2	1,37	1,00					2,32
Assam-Bengal	30,1	71,00	1,00	1,00	1,00	1,00	1,00	1,00	8,07	1,00	4,00	1,00	1,00	1,00	1,00	8,07
Deoghar																
Bengal and North- Western				11,00	1,00	7,00	6,00			7,00	1,00	9,00	1,00	1,00	1,00	1,00
Rohilkhand and Ku- maon	2,00	1,57	1,00											1,00	2,00	1,00
Rajputana-Malwa	31,50	30,23	34,00	14,0				6,0		5,1	4,1	1,00		1,00	1,00	1,00
Jalhpur-Bikaner	1,00	1,00						1,00	4,00	6,0				6,00	1,00	1,00
Udaipur-Chit- tal		3,00	10,00	1,00	2,00			4,0						5,00		4,00
Bikaner-Jodhpur and Pokhara	6,00	5,00	4,00	14,00						1,00	1,00		1,00	1,00	1,00	8,00
Southern Malwa												1,00	5,30	3,40	1,40	1,00
South Indian																
Mysore												1,00	4,00	1,00	6,30	11,00
Bombay Light													2,00			
Central India														1,00	1,00	1,00
Ranaghat-Krishna																1,00
Tezpur-Bahadur		3,00														
Darjeeling-Himala- yan										4,00		8,00		13,00	55,00	
Howrah-Amta													1,00	1,00	1,00	
Howrah-Shankha													1,00	4,00		
Jorhat													6,00	1,00		-3,00
TOTAL	5,82,00	3,24,45	2,78,00	4,41,33	5,00	32,70	2,74,07	5,12,00	4,3,72	95,71	74,00	91,27	74,30	1,38,47	1,42,52	1,78,25

Appendix II.
Capital outlay.

APPEN

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		EAST INDIAN RAILWAY.						EASTERN BENGAL	
NAME OF RAILWAY.		EAST INDIAN.		DELHI-UMBALLA-KALKA	SOUTH BEHAR.	FARAKH-SUR.	KALKA-SIMLA.	EASTERN AND SOUTHERN SECTIONS.	
Classification Number.		1 (a)		1 (b)	1 (c)	1 (d)	1 (e)	2 (a)	
Gauge.		5' 6"		5' 6"	5' 6"	5' 6"	2' 6"	5' 6"	
Items.	Length of railway and main heads of expenditure.	Open line.	Under construction.	Open line.	Open line.	Open line.	Under construction.	Open line.	Under construction.
LENGTH OF LINE.									
(a)	Single track . . . Miles.	1,354'04	99 32	162 24	78 76	22'23	6'00	155'83	7 66
(b)	Double ,, . . . "	48'00	...	..	...	...	..	112 21	..
(c)	TOTAL MILEAGE.	1,338'04	99 32	162 24	78 76	22'23	6'00	268'04	7 66
Outlay—									
1	Purchase of line . . . Rs	37,20,00,000	..	...	...	...	...	4,41,55,749	..
2	Overdrawn Capital . . . "	26,45,269	...	...	...	...	..	4,24,483	...
3	Expenditure incurred since purchase . . . "	11,44,64,816	...	...	...	...	..	3,77,40,209	...
4	TOTAL outlay on railway to end of 1911—								
	Sum of 1 to 3 Rs.	4,91,10,085	51,24,440	1,51,12,445	1,21,60,513	17,92,293	34,40,013	8,23,20,441	3,47,794
	,, XX and XX "								
I	Preliminary expenses . . . "	15,41,444	1,27,277	8,7,400	7,46,510		3,11,111		301
II	Land "	31,15,000	2,16,711		...		85		2,01,733
III	Formation "	2,37,17,076	5,67,524		7,46,510		17,76,119		23,016
IV	Bridgework "	7,63,51,412	12,27,91	3,23,43,654	37,43,724		1,70,1,47		320
V	Fencing "	38,78,814	46,11		8,351		19		26
VI	Electric telegraph "	21,82,761	...		...		...		...
VII	Ballast and permanent way "	11,41,00,714	21,11,1123	1,70,1,00,11	37,77,482		1,15,518		91,405
VIII	Stations and buildings "	4,11,14,318	1,72,752	1,17,1,51	7,30,058		1,0,401		11,112
IX	Colliery works "	21,26,1143	...	...	...		..		...
X	Plant "	61,29,847	3,44,761	2,12,1,11	5,90,424		82,761		1,254
XI	Rolling-stock "	10,13,09,131	...	...	...		...		...
XII	General charges "	5,38,38,956	3,79,100	9,11,401	7,55,756		4,55,311		16,607
XIII	Exchange . . . . . "	..	..	11,754	...		..		...
XIV	TOTAL OF I TO XIII.	14,16,05,480	51,24,440	1,43,75,231	1,12,43,613	17,92,293	20,13,009	6,86,17,074	3,47,794
XV	Ferries, etc. "	13,20,138	...	...	...	...	...	15,61,564	...
XVI	Suspense "	5,24,268	...	2,11,869	53,953	..	1,41,618	38,20,749	...
XVII	Sundries "	14,24,4128	...	11,27,287	10,60,067	..	1,30,270	...	...
XVIII	TOTAL items XV to XVII	1,23,74,018	...	9,17,418	11,22,920		4,71,448	47,82,323	...
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII).	45,39,79,498	53,24,840	1,52,92,648	1,23,66,533	17,92,293	34,84,451	7,34,00,397	3,47,794
XX	Amount paid in premia, &c. "	3,51,30,587	...	...	...	...	...	89,20,144	...

NOTE.—The total outlay borne against the capital account of each

* Includes Rs. 9,73,428 on account of surplus stores less sale proceeds from same, and Rs. 4,20,470 on account of commission on debenture loan.

DIX II.

Appendix II.
Capital outlay.

* 1901 distributed over main heads of expenditure.

14 and 22 of Report.)

STATE RAILWAY.						BENGAL-NAGPUR RAILWAY.					
NORTHERN & BAHAR SECTIONS.		DACCA SECTION.	BRISBA-PULLA-SUTIA-PUK.	MYMENSINGH-JALMALPUR-JALANATH-GAN.	CROCK FURUK.	BENGAL CENTRAL.	BENGAL-NAGPUR		RIVER-IRRAWADDI.	1 mile under construction.	Items
2 (b)		2 (b)	2 (c)	2 (d)	2 (e)	3 (a)	4 (a)		4 (b)	4 (d)	
3' (1) and 2' 6"		3 (1)	3 (2)	3 (3)	2' 6"	5' 6"	5' 6"		2' 6"	2' 6"	
Open line.	Under construction.	Open line	Open line	Open line	Open line.	Open line	Open line	Under construction	Open line	Under construction	
500'43	36 83	85'12	59 19	53'77	33'7	125 01	1,536'21	177 77	95 24	252'67	(a)
...	...	...	...	...	...	...	16 74	...	...	...	(b)
500'43	38 53	85'12	59 19	53 37	32 78	125 01	1,532'48	177 77	51 4	252 67	(c)
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	4
1,492,150'1	61,721'1	73,127'27	2,116,611	62,117'16	13,011'01	1,117,430'7	2,450,12,206	55,271,12	13,70,938	9,41,725	
2,700'1	1,000'1	1,111'1	11,111	4,324	11,111	1,411'1	1,111'1	6,111'1	1,000'1	67,112	I
13,57,144	4,112	5,311'1	...	...	14,111	7,111	5,111'1	20,60,118	5,111	24,111	II
3,111'144	3,54,9 6	1,111'1	4,111'1	1,111'1	1,111'1	7,111'1	2,111'1	1,111'1	1,111'1	3,111'1	III
7,111'144	3,111'1	5,111'1	1,111'1	1,111'1	1,111'1	14,111'1	4,111'1	1,111'1	1,111'1	1,111'1	IV
11,81,111	14 11	1,111'1	13,111'1	40,111	2,111'1	4 111	1,111'1	1,111'1	3,111'1	2,111'1	V
7,210	...	...	...	...	1,111'1	...	...	...	...	...	VI
1,111,44,510	11,51,110	18,31,110	1,111'1	1,111'1	4,111'1	45,111'1	6,111'1	9,111'1	6,111'1	97,110	VII
5,111'1	2,41,111	13,31,111	1,111'1	2,111'1	7,111'1	1,111'1	1,111'1	1,111'1	1,111'1	1,111'1	VIII
...	...	...	...	...	...	...	...	...	...	...	IX
13,01,110	3,111'1	2,111'1	1,111'1	2,111'1	1,111'1	2,111'1	1,111'1	1,111'1	1,111'1	1,111'1	X
7,111'1	1,111'1	1,111'1	1,111'1	...	1,111'1	1,111'1	1,111'1	...	1,111'1	1,111'1	XI
30,72,496	3,111'1	1,111'1	1,111'1	81,111	1,111'1	1,111'1	1,111'1	2,111'1	91,111	2,111'1	XII
9,31,359	...	3,111'1	...	...	...	...	1,111'1	...	...	...	XIII
4,36,58,750	64,02,552	73,12,727	2,111'1	2,111'1	1,111'1	1,111'1	1,111'1	45,71,1	1,111'1	1,111'1	XIV
18,77,082	...	...	28 341	68,020	3,111'1	...	2,111'1	1,111'1	...	...	XV
...	...	...	64,421	671	1,111'1	3,111'1	7,111'1	1,111'1	...	9,401	XVI
...	...	...	1,111'1	1,111'1	...	...	...	...	...	...	XVII
18,77,082	...	...	2,111'1	69,748	20,711	3,111'1	72,111'1	9,51,111	...	9,401	XVIII
4,40,36,038	64,02,552	73,12,727	28,27,611	20,84,346	13,14,021	1,20,54,071	2,450,28,306	55,25,212	1,111'1	9,41,725	XIX
...	...	...	...	...	...	...	...	...	...	...	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

Appendix II. Capital outlay.

APPEN

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED		ODISH AND ROHILKHAND STATE RAILWAY					NORTH WESTERN			
NAME OF RAILWAY.		CALCUTTA PORT COMMISSIONERS	ODISH AND ROHILKHAND	HARIDWAR-DILLY.	CANNING-BURDWAI (1st & 2nd GAUGE LINE).	ATTAH-ALAH-PYALAH.	NORTH WESTERN.			
Classification Number.		5 (a)	6 (a)	6 (b)	6 (c)	6 (d)	7 (a)			
Gauge.		5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"			
Items.	Length of railway and main items of expenditure.	Open line.	Open line.	Open line.	Open line.	Under construction.	Military section.	Commercial section.	Total.	Under construction.
LENGTH OF LINE.										
(a)	Single track . . . M.	6.16	1,037.53	32.04	79.60	91.17	1,000.88	1,000.88	2,001.76	51.40
(b)	Double	1.49	...	...	...	...	60.76	110.13	170.89	...
(c)	TOTAL MILEAGE . . .	7.65	1,037.53	32.04	79.60	91.17	1,061.64	1,110.01	2,171.65	51.40
Outlay—										
1	Purchase of line . . . R.	...	10,23,60,490	...	...	...	...	...	14,00,01,214	...
2	Overdrawn Capital . . .	...	...	...	...	...	...	...	25,70,470	...
3	Expenditure incurred since purchase . . .	...	3,30,15,900	...	...	...	...	...	1,77,77,706	...
4	TOTAL outlay on railway to end of 1911—									
	Sum of 1 to 3 . . .	97,54,675	12,70,06,380	4,12,300	25,11,048	50,810	15,91,57,510	17,15,82,000	33,07,39,510	12,224
	„ XIX and XX . . .									
I	Preliminary expenses . . .	10,553	12,80,281	97,388	31,720	50,810	12,53,533	20,80,310	42,41,843	12,174
II	Land	11,06,768	9,15,807	...	91,200	...	10,25,046	21,70,157	34,23,944	...
III	Formation	6,14,053	4,47,221	6,19,427	1,17,430	...	3,02,42,130	2,78,58,652	6,71,01,041	...
IV	Bridge work	4,40,000	3,23,000,070	...	1,00,770	...	1,50,51,170	7,04,00,044	11,04,21,214	...
V	Fencing	34,000	2,00,544	50,800	2,50,320	...	6,70,177	72,70,441	79,40,618	...
VI	Electric telegraph . . .	...	40,120	...	...	...	10,000	7,00,000	1,00,000	...
VII	Ballast and permanent way . . .	1,00,5,800	2,00,11,000	1,84,000	12,16,110	...	4,00,11,000	1,00,18,000	13,00,29,000	...
VIII	Stations and buildings . . .	6,00,000	1,30,00,000	2,00,000	4,00,000	...	1,00,00,000	3,00,12,000	4,00,00,000	...
IX	Colliery work . . . . .	...	...	...	...	...	...	...	...	...
X	Plant . . . . .	...	20,18,720	24,000	4,000	...	22,00,000	70,00,000	1,00,00,000	...
XI	Rolling-stock	21,00,000	1,70,00,000	...	...	...	1,10,00,000	5,44,00,000	6,54,00,000	...
XII	General charges	94,000	9,00,000	2,00,000	1,00,000	...	74,00,000	2,45,19,000	3,19,00,000	50
XIII	Exchange . . . . .	...	...	...	...	...	40,70,000	4,00,000	87,18,000	...
XIV	TOTAL OF I to XIII . . .	97,51,675	12,70,06,380	27,11,363	25,11,048	50,810	15,91,57,510	17,15,82,000	33,07,39,510	12,224
XV	Land, &c . . . . .	...	...	...	...	...	2,00,000	4,34,075	6,34,075	...
XVI	Survey . . . . .	...	27,00,000	...	...	...	...	1,23,00,075	1,23,00,075	...
XVII	Surveys . . . . .	...	1,00,000	1,00,000	...	...	...	50,00,000	5,00,000	...
XVIII	TOTAL items XV to XVII . . .	...	28,00,000	1,00,000	...	...	2,00,000	1,87,00,150	1,87,00,150	...
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . . .	97,54,678	12,70,06,380	28,11,363	25,11,048	50,810	15,91,57,510	17,15,82,000	33,07,39,510	12,224
XX	Amount paid in premia, &c . . .	...	1,00,000	...	...	...	...	1,00,000	1,00,000	...

NOTE.—The total outlay borne against the capital account of each

DIX 11—continued.

Appendix II.
Capital outlay.

1901 distributed over main heads of expenditure.

14 and 23 of Report.)

STATE RAILWAY.						GREAT INDIAN PENINSULA (SEE NEXT PAGE FOR REST OF SYSTEM)		Items.
SOUTHERN PUNJAB.	RAJPUBA- BHATINDA.	JAMMU AND KASHMIR (NATIVE STATE SECTION).	LUDHIANA- JHUMRI- JALHAL.	NOWSHERA- DELGAT.	KHUSHALGARH- KOHAT- TITAL.	GREAT INDIAN PENINSULA.	KHANGAIYON	
7 (b)	7 (c)	7 (d)	7 (e)	7 (f)	7 (h)	8 (a)	8 (b)	
5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	
Open line.	Open line.	Open line.	Open line.	Open line.	Under construction.	Open line.	Open line.	
423'93	107'05	15'91	78'61	40'25	92'20	1,088'34	7'89	(a)
..	..	..	..	..	..	461'93	..	(b)
423'93	107'05	15'92	78'61	40'25	92'20	1,543'27	7'89	(c)
..	..	..	..	..	..	40,78,15,671	..	1
..	..	..	..	..	..	25,51,099	..	2
..	..	..	..	..	..	1,94,11,067	..	3
{ 2,25,50,128	67,10,823	9,60,636	43,10,407	17,77,883	1,87,007	30,64,49,134	5,22,149	4
12,34,166	53,422	23,934	56,341	30,867	15,831	10,47,178	369	I
..	46,414	..	..	15,017	140	1,55,049	1,115	II
11,06,984	2,75,955	11,955	2,28,711	69,427	7,131	..	44,136	III
8,22,841	5,37,820	1,15,428	2,43,711	2,17,755	35,713	11,60,09,077	57,131	IV
1,16,493	2,04,172	2,176	1,01,800	10,271	..	..	7,360	V
..	..	171	..	..	..	18,28,728	..	VI
1,40,92,180	41,57,551	5,60,608	21,54,644	6,30,527	..	7,40,77,011	3,10,951	VII
24,28,033	10,77,784	1,31,385	4,38,471	1,01,350	1,251	7,07,21,077	53,602	VIII
..	..	..	..	..	..	..	..	IX
60,028	82,433	5,336	5,4947	1,73,070	12,110	4,58,40,200	3,434	X
..	..	..	..	4,92,430	..	..	11,661	XI
15,66,845	2,69,589	10,444	2,75,416	85,600	41,815	2,10,21,092	31,966	XII
..	..	..	..	..	..	8,14,132	..	XIII
2,15,08,540	67,10,823	9,60,636	43,10,271	17,77,883	1,86,541	30,64,49,134	5,22,149	XIV
..	..	..	..	15,788	..	..	..	XV
24,153	..	..	12,136	2,035	466	55,45,472	..	XVI
9,95,435	..	..	..	..	..	..	..	XVII
10,19,588	..	..	12,136	18,023	466	55,45,472	..	XVIII
2,25,88,128	67,10,823	9,60,636	43,10,407	17,87,886	1,87,007	30,64,49,134	5,22,149	XIX
..	..	..	..	..	..	12,24,41,611	..	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

P. T. O.

Appendix II. Capital outlay.

APPEN

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.

GREAT INDIAN PENINSULA RAILWAY—contd.

NAME OF RAILWAY.		AMRAOTI.	INDIAN MIDLAND	BINA-GHONA-BARAN.	BHOPAL-UJJAIN.	BHOPAL-HARSI.	GWALIOR LIGHT.	
Classification Number.		5 (c)	5 (d)	8 (e)	8 (f)	8 (g)	8 (h)	
Gauge.		5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	
Items.	Length of railway and main heads of expenditure.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Under construction.
LENGTH OF LINE.								
(a)	Single track Miles.	57.2	72.17	145.51	113.27	57.31	126.14	56.82
(b)	Double " . . . . "	...	...	...	...	...	...	...
(c)	TOTAL MILEAGE .	57.2	72.17	145.51	113.27	57.31	126.14	56.82
Outlay—								
1	Purchase of line Rs.	...	...	...	...	...	...	...
2	Overdrawn Capital . . . . "	...	...	...	...	...	...	...
3	Expenditure incurred since purchase . . . . "	...	...	...	...	...	...	...
4	TOTAL outlay on railway to end of year—							
	Sum of 1 to 3 Rs.	...	...	...	...	...	...	...
	" XIX and XX "	4,51,215	10,56,27,081	1,00,43,281	77,61,569	75,46,811	31,00,763	6,515
I	Preliminary expenses "	17,700	9,07,311	97,220	91,732	...	13,522	...
II	Land	2,170	9,17,531	2,17	8,71	15,511	...	...
III	Formation	20,177	1,00,01,277	1,00,1,205	1,07,915	15,302	5,07,231	332
IV	Bridge-work	1,210	...	1,12,11	17,1,715	15,1,412	1,07,247	...
V	Excavating	11,710	1,00,001	2,1,300	52,170	2,1,520	5,284	...
VI	Electricity . . . . .	...	17,271	2,15	2,134	511	...	...
VII	Ballast and permanent-way	2,43,992	3,31,412	47,02,21	35,77,201	15,1,607	14,36,100	10
VIII	Stations and buildings	31,425	9,047	1,1,171	4,071	8,61,000	1,71,153	...
IX	Colony works . . . . .	...	...	...	...	...	...	...
X	Plant	7,010	13,1,107	2,1,310	21,190	4,1,140	27,470	8
XI	Salute-clock	7,010	1,04,000	2,1,210	...	1,1,111	2,72,230	...
XII	General charges	2,171	15,1,671	1,4,271	6,1,840	2,1,111	1,71,125	5,328
XIII	Ex charge . . . . .	...	52,100	...	...	...	...	...
XIV	TOTAL OF I TO XIII	4,65,111	10,56,27,081	1,00,43,281	77,61,569	75,46,811	31,00,763	5,748
XV	Formos, &c. . . . .	...	...	...	...	...	...	...
XVI	Salaries	15,04	22,13,11	...	...	...	3,21,404	767
XVII	Salaries . . . . .	...	...	...	...	...	...	...
XVIII	TOTAL items XV to XVII	1,504	22,13,11	...	...	...	3,21,404	767
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . . . . .	...	10,58,27,081	1,00,43,281	77,61,569	75,46,811	31,00,763	6,515
XX	Amount paid in premia &c. . . .	...	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each

DIX II—continued.

1901 distributed over main heads of expenditure.

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BOMBAY, BARODA AND CENTRAL INDIA RAILWAY (SEE NEXT PAGE FOR REST OF SYSTEM).										
AGRA-DALHI CHORD.	BOMBAY, BARODA AND CENTRAL INDIA.	TAFTI VALLEY	NAODA-UJJAIN.	PATIL-CAMBAY (ANANDI-TAFAPUR SECTION)	PATIL-CAMBAY (TAFAPUR-CAMBAY SECTION)	GODHRA-RUTLAM-NAGDA.	RAJPUTANA-MALWA.	GARKWAR'S MEMBANA.	Items	
5' 6"	9 (a)	9 (b)	9 (c)	9 (d)	9 (e)	9 (f)	9 (g)	9 (h)		
Under construction †	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Under construction.	
121 16	258 34 202 50	155 48 ...	34 32 ...	21 50 .	10 12 ...	141 14 ..	1,647 12 1 14	92 63 .	41 70 ...	(a) (b)
121 16	4/0 90	155 48	34 32	21 50	10 12	141 14	1,647 12	92 63	41 70	(c)
...	...	...	.	...	.	..	..	...	...	1
...	...	...	.	...	.	..	..	...	...	2
..	...	...	.	..	.	..	..	...	...	3
...	...	...	.	..	.	..	..	...	...	4
1,01,472	12,03,09,427	1,29,18,770	22,21,982	11,86,381	7,09,676	1,77,20,596	13,65,78,028	33,38,621	10,282	
45,73 4,5810 4,470	Data not available.	4,122 2	10,175	1,0654	4,771	1,111 1	22,71,651	10,006	3,473	I
...		...	...	...	...	75,510	14 21 542	..	..	II
...		20,11,115	1 77,27	44 010	25 010	6,922 071	1,64,000	3,04,732	152	III
...		2,942,542	4,61,116	7,012	44,711	41,12,990	17,00,774	5,50,759	...	IV
..		65,17	74 551	1,011	14,041	2,1,079	1,72 624	02,952	..	V
...		1,254	603	.	.	4,04 5	.	...	...	VI
...		45,31,107	13,07,800	7 1,720	4,70,721	4,11,110	1,02,74,250	16,00,000	.	VII
...		2,27,111	11,720	1,7 750	1, 3 101	14,20,000	1,00,74,100	4,70,770	...	VIII
..		57,548	1,771	3,721	6,747	77,501	71,111 0	33,170	54	IX
...		..	...	...	...	2,15,17,051	21,034	...	...	XI
4,510		10 11,113	1,09,527	52 077	15,011	75 51 7	1,11,1541	1,15,116	6,603	XII
...		.	...	...	...	...	3,01,9,971	.	...	XIII
1,01,472	11,51,11,000	1,20,06,150	22,11,072	11,75,167	5,10,70	1,77,200,000	1,12,74,070	33 2,024	10,282	XIV
...	...	...	...	...	...	...	...	...	...	XV
...	57,21,462	51,040	...	11,014	105	...	47 53,352	.	...	XVI
...	7,20,113	7,71,110	.	...	.	...	..	..	..	XVII
...	30,09,319	8,22,150	...	11,014	108	...	47,53,352	..	.	XVIII
1,01,472	12,03,09,427	1,29,18,770	22,21,982	11,86,381	7,09,676	1,77,20,596	13,65,78,028	33,38,621	10,282	XIX
...	...	...	..	...	..	...	...	.	...	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

* Includes State outlay of Rs. 8,48,405 on the Patil branch.

† Commencement of work as a railway project not yet authorized.

P. T. O.

Appendix II.

Capital outlay.

APPEN

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		BOMBAY, BARODA AND CENTRAL INDIA RAILWAY— <i>concl.</i>					
NAME OF RAILWAY.		AHMEDABAD-PARANATH	PATANPUR-DEBNA	GARAWAR'S DABHOI	RAJPIPLA	JAIPUR (TIWAI-MANOTOPUR)	VIJAPUR-KALUL-KADJ
Classification Number.		1 (1)	1 (2)	1 (4)	1 (4)	1 (m)	1 (n)
Gauge		1' 1 1/2'	1' 1/2'	2' 0'	2' 6"	3' 3 1/2'	3' 3 1/2'
Items	Length of railway and means heads of expenditure	Open line	Open line	Open line	Open line	Under construction	Under construction
LENGTH OF LINE							
(a)	Single track Miles.	54.70	17.56	78.80	37.37	72.85	41.80
(b)	Double " "	---	---	---	---	---	---
(c)	TOTAL MILEAGE	54.70	17.56	78.80	37.37	72.85	41.80
Outlay—							
1	Purchase of line Rs.	---	---	---	---	---	---
2	Overdrawn Capital "	---	---	---	---	---	---
3	Expenditure incurred since purchase "	---	---	---	---	---	---
4	TOTAL outlay on railway to end of year—						
	Sum of 1 to 3 R	---	---	---	---	---	---
	" XIV and XV "	10,00,000	4,18,000	21,04,000	13,00,000	8,40,500	6,60,700
I	Preliminary expenses "	61,000	1,073	20,000	14,000	1,000	6,000
II	Land "	11,000	---	---	---	---	---
III	Formation "	1,00,000	61,111	1,00,000	1,00,000	1,00,000	8,700
IV	Brickwork "	---	50,000	---	---	---	71,000
V	Excavation "	---	10,000	---	---	---	51,721
VI	Electric telegraph "	1,000	---	600	---	---	---
VII	Ballast and permanent way "	10,00,000	2,00,000	9,00,000	4,00,000	1,00,000	4,00,000
VIII	Station and building "	1,00,000	51,100	1,00,000	50,000	1,00,000	61,755
IX	Colliery and "	---	---	---	---	---	---
X	Plant "	10,000	6,000	10,000	7,500	6,735	5,200
XI	Rolling stock "	---	---	20,00,000	10,00,000	---	---
XII	General charges "	1,00,000	14,000	1,00,000	61,000	50,000	4,00,000
XIII	Excess "	---	---	---	---	---	---
XIV	TOTAL OF I TO XIII "	10,00,000	4,18,000	21,04,000	13,00,000	8,40,500	6,60,700
XV	Fences, &c. "	---	---	---	---	---	---
XVI	Suspension "	10,000	---	10,000	1,000	6,100	---
XVII	Sundries "	70,000	---	1,000	---	---	---
XVIII	TOTAL items XV to XVII "	80,000	---	11,000	1,000	6,100	---
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII)	10,00,000	4,18,000	21,15,000	13,01,000	8,46,600	6,60,700
XX	Amount paid in premium, etc.	---	---	---	---	---	---

NOTE.—The total outlay borne against the capital account of each

* Excluding Rs. 10,000 on account of receipts on capital account.

DIX II—continued.

Appendix II.
Capital outlay.

1901, distributed over main heads of expenditure.

14 and 22 of Report.)

NIZAM'S GUARANTEED STATE RAILWAY			MADRAS RAILWAY.					Items.
NIZAM'S GUARANTEED STATE.	BEZWADA DIVISION.	HIDDEPALLAD-GUDAYALI VALLEY.	MADRAS.	MADRAS (NORTH-EAST LINE).	KOTAK GOLD-FIELDS.	NIIGIRI.	SHORANUR COCHIN.	
10 (a)	10 (b)	10 (c)	5 (d)	11 (k)	11 (i)	11 (j)	11 (e)	
5' 6"	5' 6"		5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	
Open line.	Open line.	Open line.	Open line.	Under construction.	Open line.	Open line.	Open line.	Under construction.
3,70,113	20,113	3,71,42	8,21,71	31,000	4,07,21	9,118	64,81	(a)
...	...	...	43,41	...	...	...	...	(b)
3,30,113	20,113	3,11,42	8,31,17	31,000	4,07,21	9,118	64,81	(c)
2,10,10,182	...	...	...	...	...	...	1,14,41	
1,11,1,124	...	...	...	...	...	...	...
1,14,10,111	...	...	...	...	...	...	...
1,1,1,111	11,1,1,111	1,11,1,111	1,11,1,111	1,11,1,111	1,11,1,111	1,11,1,111	1,11,1,111	50,12,279
1,1,1,220	1,1,1,111	4,1,1,111	1,1,1,111	6,1,1,111	1,1,1,111	1,1,1,111	...	50,211
...	4,1,1,111	...	...	...	1,1,1,111	1,1,1,111	...	II
1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	...	2,1,1,111	5,1,1,111	...	6,1,1,111	6,1,1,111 III
1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	3,1,1,111	12,08,277 IV
1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	2,1,1,111	2,1,1,111 V
...	...	...	1,1,1,1,111	2,1,1,111	1,1,1,1,111	1,1,1,1,111	...	VI
6,1,1,1,111	5,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	4,1,1,111	12,01,034 VII
20,1,1,111	7,1,1,111	2,1,1,1,111	1,1,1,1,111	2,1,1,1,111	4,1,1,1,111	1,1,1,1,111	1,1,1,111	1,1,1,111 VIII
...	...	...	...	...	...	...	...	IX
4,1,1,1,111	7,1,1,111	1,1,1,1,111	1,1,1,1,111	2,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,111	1,1,1,111 X
4,1,1,1,111	4,1,1,111	2,1,1,1,111	1,1,1,1,111	6,1,1,1,111	1,1,1,1,111	...	1,1,1,1,111	1,1,1,111 XI
11,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	4,1,1,1,111	3,1,1,1,111	...	...	2,1,1,111 XII
...	...	...	...	...	...	...	...	XIII
1,1,1,1,111	11,1,1,111	2,1,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	2,1,1,1,111	1,1,1,1,111 XIV
...	...	...	...	2,1,1,111	4,1,1,1,111	...	...	7,1,1,111 XV
1,1,1,1,111	...	1,1,1,1,111	1,1,1,1,111	1,1,1,1,111	2,1,1,1,111	2,1,1,1,111	...	11,1,1,111 XVI
...	...	1,1,1,1,111	...	...	...	...	1,1,1,111	...
1,1,1,1,111	...	4,1,1,1,111	1,1,1,1,111	8,1,1,1,111	7,1,1,1,111	2,1,1,1,111	3,1,1,1,111	12,1,1,111 XVIII
1,1,1,1,111	11,1,1,111	2,1,1,1,111	12,1,1,111	1,1,1,1,111	6,1,1,1,111	11,1,1,111	3,1,1,1,111	50,1,1,111 XIX
1,1,1,1,111	...	...	...	...	...	...	1,1,1,1,111	...

railway, i.e. for lines open and lines under construction, is shown in Appendix 7.

P. T. O.

Appendix II.

Capital outlay.

APPEN

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED		BENGAL DOUARS.		DIBRU-SADIYA RAILWAY		ASSAM-BENGAL		NOAKHALI (BENGAL)	DHOOGHUR.
NAME OF RAILWAY.		12 (a) and (b)		13 (a)	13 (b)	14 (a)		14 (b)	15 (a)
Classification Number.		3' 3 1/2"		3' 3 1/2"	3' 3 1/2"	3' 3 1/2"		3' 3 1/2"	3' 3 1/2"
Gauge.		3' 3 1/2"		3' 3 1/2"	3' 3 1/2"	3' 3 1/2"		3' 3 1/2"	3' 3 1/2"
Items.	Length of railway and main heads of expenditure.	Open line	Under construction.	Open line.	Open line	Open line	Under construction.	Under construction.	Open line
LENGTH OF LINE.									
(a)	Single track . . . Mile.	110 70	42 26	77 50	11 00	58 21	151 31	31 95	4 79
(b)	Double " . . . "	"	"	"	"	"	3 41	"	"
(c)	TOTAL MILEAGE.	110 70	42 26	77 50	11 00	58 21	155 24	31 95	4 79
Outlay—									
1	Purchase of line . . . Rs	"	"	"	"	"	"	"	"
2	Overdrawn Capital . . . "	"	"	"	"	"	"	"	"
3	Expenditure incurred since purchase . . . "	"	"	"	"	"	"	31 303	"
4	TOTAL outlay on railway to end of 1901—	"	"	"	"	"	"	"	"
	Sum of 1 to 3 . . . Rs	"	"	"	"	"	"	"	"
	" XIX and XX . . . "	1,80,000	2,00,000	82,00,000	10,00,000	7,17,00,000	3,24,00,000	31 303	2,85,000
I	Preliminary expenses . . . "	3 07 612	1,00,000	1,00,000	Details not available	14,00,000	9,00,000	"	Details not available.
II	Land . . . "	"	"	3,00,000		31,00,000	1,00,000	"	
III	Formation . . . "	7,00,000	1,00,000	"		1,00,000	2,00,000	"	
IV	Bridgework . . . "	1,00,000	7,00,000	"		1,00,000	3,00,000	"	
V	Fencing . . . "	15,000	1,000	"		12,00,000	2,00,000	"	
VI	Electric telegraph . . . "	"	"	"		"	"	"	
VII	Ballast and permanent-way . . . "	16,00,000	3,00,000	18,00,000		1,00,00,000	2,00,00,000	"	
VIII	Stations and buildings . . . "	4,12,000	1,20,000	1,00,000		5,00,000	1,00,000	"	
IX	Colliery walls . . . "	"	"	"		"	"	"	
X	Plant . . . "	7,00,000	1,00,000	1,00,000		13,00,000	3,00,000	"	
XI	Rolling-stock . . . "	5,00,000	3,00,000	19,00,000		4,00,000	10,00,000	"	
XII	General charges . . . "	4,00,000	3,00,000	17,00,000		6,00,000	2,00,000	"	
XIII	Exchange . . . "	"	"	"		"	"	"	
XIV	TOTAL OF I TO XIII . . . "	4,00,000	2,00,000	7,00,000	1,00,000	6,00,000	3,00,000	31,000	2,85,000
XV	Interest, &c . . . "	1,00,000	"	1,00,000	"	1,00,000	"	"	"
XVI	Suspense . . . "	"	4,00,000	1,00,000	"	2,00,000	1,00,000	"	10,000
XVII	Sundries . . . "	1,00,000	1,00,000	1,00,000	"	"	"	"	"
XVIII	TOTAL items XV to XVII . . . "	4,00,000	11,00,000	4,00,000	"	2,00,000	7,00,000	"	10,000
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . . . "	5,00,000	13,00,000	12,00,000	16,00,000	7,00,000	3,24,00,000	31,303	2,85,000
XX	Amount paid in premia, &c . . . "	"	"	"	"	"	"	"	"

NOTE.—The total outlay borne against the capital account of each

1901 distributed over main heads of expenditure.

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BENGAL AND NORTH-WESTERN RAILWAY.					ROHILKUND AND KUMAON RAILWAY.					Items.
BENGAL AND NORTH-WESTERN.		TIRHOOT.		SAGALTA-KALAIL.	ROHILKUND AND KUMAON.		LUCKNOW-BAREILLY.		POWATAN LIGHT.	
16 (a)		16 (b)		16 (c)	17 (a)		17 (b)		17 (c)	
3' 3 1/2"		3' 3 1/2"		3' 3 1/2"	3' 3 1/2"		3' 3 1/2"		2' 6"	
Open line.	Under construction.	Open line.	Under construction.	Open line.	Open line.	Under construction.	Open line.	Under construction.	Open line.	
743'00	67'00	519'10	30'47	18'01	51'02	...	231'17	5'46	31'71	(a)
...	...	...	...	...	...	...	...	...	...	(b)
743'00	67'00	519'10	30'47	18'01	51'02	...	231'17	5'46	31'71	(c)
...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	4
5,23,85,637	27,06,193	4,30,41,288	31,50,005	10,67,014	22,02,084	7,339	1,01,80,275	2,965	8,41,035	I
5,25,53	1,37,212	2,17,128	...	50,158	1,01,690	7,111	1,62,700	...	...	II
...	...	26,14,175	4,262	...	2,...	...	2,51,721	...	...	5
36,17,974	3' 4 1/2"	35,74,417	...	81,76	1,01,210	...	7,65,117	...	10,101	III
90,85,812	14,74,139	51,10,035	25,03,111	2,61,616	1,51,157	...	7,32,105	...	10,...	IV
7,17,521	...	11,03,080	...	7,552	4,210	...	2,00,711	...	101	V
27,491	...	21,720	...	...	...	...	...	...	...	VI
1,46,66,411	11,311	1,16,21,017	4,657	3,54,171	8,08,108	...	2,35,231	2,841	61,111	VII
54,20,760	12,527	4,17,038	0,110	70,41	1,73,061	...	9,00,712	...	5,...	VIII
...	...	...	...	...	...	...	...	...	...	IX
15,13,278	3,82,766	0,31,070	1,40,301	23,771	4,11,117	...	2,42,718	...	4,...	X
81,08,612	...	80,07,121	...	...	4,70,751	...	21,75,004	...	1,17,111	XI
38,19,861	1,77,101	24,27,215	2,53,565	1,01,815	1,82,051	...	4,83,001	111	...	XII
...	...	7,01,770	...	...	...	...	4,5150	...	...	XIII
4,76,26,521	2,12,011	4,10,74,205	70,09,019	6,73,770	21,07,810	7,111	1,61,12,814	2,101	2,21,402	XIV
21,23,419	...	2,31,751	...	...	...	...	68,033	...	...	XV
8,94,280	2,03,234	11,33,132	1,41,087	1,01,112	4,224	...	4,07,409	...	...	XVI
17,40,408	2,10,016	...	...	27,573	...	...	41,029	...	6,10,007	XVII
47,57,116	4,73,250	19,07,061	1,41,087	0,1735	4,124	...	5,17,461	...	6,10,576	XVIII
5,23,85,637	27,06,193	4,30,41,288	31,50,005	10,67,014	22,02,084	7,339	1,01,80,275	2,965	8,41,035	XIX
...	...	...	...	...	...	...	...	...	...	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

Appendix II.

Capital outlay.

APPEN

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		JODHPUR-BIKANER RAILWAY.				BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY.				
NAME OF RAILWAY		JODHPUR SECTION.	BIKANER SECTION.		JODHPUR-BIKANER-TO-JUNAGAD (BRIEF SECTION)	UNDAWER-CHITOR.	BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR	JAMNAGAR.	JETALSAR-RAJKOT	DURAN-GADRA
Classification Number.		14 (a)	15 (f)		16 (c)	17 (a)	20 (a)	20 (b)	20 (c)	20 (d)
Gauge.		3'	3' 6"		3' 3 1/2"	3' 6"	3' 6"	3' 3 1/2"	3' 3 1/2"	3' 3 1/2"
Item.	Length of railway and main head of expenditure	Open line	Open line.	Under construction.	Open line.	Open line.	Open line	Open line.	Open line.	Open line.
LENGTH OF LINE										
(a)	Single track . . . Miles	454.04	157.15	50.00	121.98	67.30	333.84	54.24	46.23	20.83
(b)	Double . . . . .	...	...	...	...	...	...	...	...	...
(c)	TOTAL MILEAGE . . .	454.04	157.15	50.00	121.98	67.30	333.84	54.24	46.23	20.83
Outlay .										
1	Purchase of line . . .	...	...	...	...	...	...	...	...	...
2	Overhead Capital . . .	...	...	...	...	...	...	...	...	...
3	Expenditure incurred since purchase . . .	...	...	...	...	...	...	...	...	...
4	Total outlay on railway to end of 1901—									
	Sum of 1 to 3 . . .	...	...	...	...	...	...	...	...	...
	„ „ „ „ „ „ „ „	1,17,24,26	2,01,081	20,90,454	33,17,861	20,61,538	1,30,50,671	21,03,969	15,74,033	5,86,100
I	Preliminary expenses . . .	1,01,1	1,1	1,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1
II	Land	1,01,1	1,1	1,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1
III	Construction	1,01,1	1,1	1,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1
IV	Buildings	1,01,1	1,1	1,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1
V	Tools	1,01,1	1,1	1,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1
VI	Electricity	1,01,1	1,1	1,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1
VII	Rolling stock and equipment . . .	1,01,1	1,1	1,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1
VIII	Station and buildings . . .	1,01,1	1,1	1,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1
IX	Colliery works	1,01,1	1,1	1,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1
X	Plant	1,01,1	1,1	1,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1
XI	Rolling stock	1,01,1	1,1	1,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1
XII	General charges	1,01,1	1,1	1,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1
XIII	Exchange	1,01,1	1,1	1,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1	1,01,1
XIV	TOTAL OF I to XIII . . .	1,16,40,400	1,01,000	9,77,000	3,00,139	2,01,538	1,21,000	2,1,000	15,74,033	5,86,100
XV	Interest, &c. . . . .	...	...	...	20,007	...	...	...	...	...
XVI	Suspense	76,006	...	11,17,152	5,0012	...	1,07,000	1,00,000	...	...
XVII	Sundries . . . . .	...	...	...	...	...	...	...	...	...
XVIII	TOTAL items XV to XVII . . .	2,01,1	...	11,17,154	50,722	...	1,75,500	10,000	...	...
XIX	GRAND TOTAL expenditure on construction of railway (XIV + XVIII) . . .	1,17,24,26	2,01,081	20,90,454	33,17,861	20,61,538	1,30,50,671	21,03,969	15,74,033	5,86,100
XX	Amount paid in previous years . . .	...	...	...	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each
 * Represents expenditure to 30th June 1901, as the statement of capital outlay during

DIX II—continued.

Appendix 11.
Capital outlay.

1901 distributed over main heads of expenditure.

14 and 23 of Report.)

SOUTHERN MAHARASHTRA RAILWAY								Items.
SOUTHERN MAHARASHTRA.	MYSORE SECTION.	GENTAPAL-MYSORE FRONTIER.	HINDUPUR (YELVANDUR-MYSORE FRONTIER).	TURUR-SHIMOGA.	KOLHAPUR.	MYSORE-NARJANGUD.	WEST OF INDIA POLICE QUARTERS.	
21 (a).	21 (b).	21 (c).	21 (d).	21 (e).	21 (f).	21 (g).	22 (a).	
3' 14"	3' 14"	3' 36"	3' 36"	3' 36"	3' 36"	3' 36"	3' 36"	
Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	
1,042 04	290 71	119 70	1 51 15	37 12	29 27	15 56	51 11	(a)
...	...	...	...	...	...	...	...	(b)
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	(c)
...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	4
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	I
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	II
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	III
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	IV
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	V
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	VI
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	VII
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	VIII
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	IX
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	X
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	XI
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	XII
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	XIII
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	XIV
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	XV
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	XVI
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	XVII
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	XVIII
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	XIX
1,042 04	290 71	119 70	51 31	37 12	29 27	15 56	51 11	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7
the 2nd half of 1901 was not received from the Kolhapur Darbar at the time of closing the accounts.

† Represents outlay on Harbour works.

P. T. O.

Appendix II.

Capital outlay.

APPEN

Capital outlay on each railway to the close of the year 1901

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		SOUTH INDIAN RAILWAY.						BURMA.	
NAME OF RAILWAY.		SOUTH INDIAN.		TANJORE DISTRICT BOARD (MAYAVARAM-MUTUPET).		KARAIKAL-PILALAM	PONNIE-CHENNAI.	THE SOUTHERN RAILWAY (INDIA) LTD. (NORTH BRANCH) (NORTH BRANCH).	
Classification Number.		21 (a).		23 (b).		23 (c).	23 (d).	23 (e).	24 (a).
Gauge.		3' 6".		3' 6".		3' 6".	3' 6".	3' 6".	3' 6".
Item.	Length of railway and main heads of expenditure.	Open line.	Under construction.	Open line.	Under construction.	Open line.	Open line.	Under construction.	Open line.
LENGTH OF LINE									
(a)	Single track . . . Mile	1,033.4	150.4	54.06	44.1	14.6	7.85	57.94	1,165.70
(f)	Double „ . . . „	...	...	...	...	...	...	...	12.00
(c)	TOTAL MILEAGE . . .	1,033.4	150.4	54.06	44.1	14.6	7.85	57.94	1,177.70
Outlay—									
1	Purchase of line . . . Rs.	1,02,25,50	...	...	...	...	...	...	7,62,12,324
2	Overdrawn Capital . . . „	...	...	...	...	...	...	...	93,76,918
3	Expenditure incurred since purchase . . . „	2,18,31,80	63,54,637	...	...	...	...	...	2,23,84,055
4	TOTAL outlay on railway to end of 1901—								
	Sum of 1 to 3 . . . „	8,27,57,441	63,54,637	25,31,30	6,11,275	7,23,756	5,08,543	30,30,022	10,66,74,197
	„ XIX and XX . . . „								
I	Preliminary expenses . . . „	10,11,50	1,68,144	16,171	18,120	4,250	...	1,18,176	21,65,163
II	Land	5,57,772	7,00,872	1,75,521	1,07,214	...	...	611	15,59,551
III	Formation	5,20,110	4,11,240	2,43,013	36,130	50,400	10,20,016	1,00,000,076	26,41,507
IV	Bridge-work	1,44,20,170	7,16,167	...	6,1,293	72,427	4,9,110	1,22,27,580	10,10,510
V	Fencing	11,22,700	58,400	20,611	2,813	29,223	...	12,111	6,00,100
VI	Electric telegraph . . . „	1,00,147	...	2,014	6	10	...	...	9,236
VII	Ballast and permanent-way „	1,50,000,000	12,77,514	7,00,725	96,000	1,11,200	3,511	2,72,40,002	2,00,10,000
VIII	Stations and buildings „	1,00,000,000	95,043	2,24,034	12,730	1,01,500	10,403	9,00,000	2,40,360
IX	Colliery works . . . . .	...	...	...	...	...	...	...	...
X	Plant	1,00,100	2,30,000	14,000	1,700	1,000	...	15,113	1,00,000
XI	Rolling-stock	1,00,000,000	...	...	...	...	...	...	1,40,000,000
XII	General charges	7,00,000	6,40,659	2,72,121	7,207	1,01,537	...	4,12,500	1,00,000,000
XIII	Exchange	2,12,000	...	...	...	...	...	...	12,00,000
XIV	TOTAL OF I to XIII . . .	7,00,000,000	41,00,000	25,00,000	4,00,000	7,00,000	5,00,000	3,00,000	10,00,000,000
XV	Ferries . . . . .	...	...	...	...	...	...	...	7,00,000
XVI	Suspense	25,00,000	21,00,000	...	2,40,000	...	...	3,00,000	3,00,000
XVII	Sundries	11,18,000	1,00,000	...	1,000	...	...	...	...
XVIII	TOTAL items XV to XVII „	36,81,000	21,72,000	...	2,48,000	...	...	47,500	37,21,000
XIX	GRAND TOTAL expenditure on construction of railway (XIV + XVIII)	7,60,28,500	63,54,637	25,31,306	6,66,275	7,23,786	5,08,543	30,30,022	10,66,74,197
XX	Amount paid in premia, &c. „	67,26,680	...	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each

DIX 11—concluded.

distributed over main heads of expenditure.

14 and 22 of Report.)

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Appendix 11.
Capital outlay.

MORVI.		PARSI LIGHT.	TANAKES- WAR- MAGRA.	RAWAGHAT- KRISH- NAGAR.	TEPPUR- BALIPARA.	DARYFFLING- HIMALAYAN.	HOWRAH- AUTA.	HOWRAH- SEBA- KHALA.	JORHAT.	Items.
25 (a).		26 (a).	27 (a).	28 (a).	29 (a).	30 (a).	31 (a).	32 (a).	33 (a).	
2' 6".		2' 6".	2' 6".	2' 6".	2' 6".	2' 6".	2' 6".	2' 6".	2' 6".	
Open line.	Under construction	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	
94'35	...	21'59	31'12	20'25	20'10	51'00	20'09	19'75	20'25	(a)
...	...	...	...	...	...	...	...	...	...	(b)
94'35	...	21'59	31'12	20'25	20'10	51'00	20'09	19'75	20'25	(c)
...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	4
25,16,051	2,43,401	12,09,551	9,72,175	7,51,137	4,87,240	34,78,411	11,97,697	6,09,446	9,01,018	
19,134	5,072	1,51,200	...	...	1,970	7,20,000	...	...	...	I
1,671	1	1,151	9,007	121	10,000	31	5,043	10,000	6,131	II
1,00,377	1,80,000	20,000	10,000	...	...	1,00,000	...	...	81,400	III
...	10,000	71,000	1,15,000	...	...	...	...	...	6,000	IV
...	1,000	13,000	5,000	...	51,000	...	...	...	...	V
...	...	...	50	...	...	...	...	...	...	VI
11,24,314	5,000	3,04,740	4,00,770	5,00,000	1,60,000	7,11,000	5,00,000	3,00,000	1,30,700	VII
6,3,310	...	1,41,170	3,00,000	4,00,000	...	5,00,000	6,000	3,00,000	1,00,000	VIII
...	...	...	...	...	...	...	...	...	...	IX
14,605	4,018	1,00,000	10,000	2,00,000	1,00,000	7,00,000	24,000	4,00,000	2,00,000	X
4,10,704	...	4,04,000	1,00,000	1,00,000	1,00,000	5,00,000	3,00,000	1,00,000	1,00,000	XI
1,00,847	2,00,000	1,01,400	...	...	4,00,000	4,00,000	...	...	4,00,000	XII
...	...	...	...	...	...	...	...	...	...	XIII
24,43,069	2,43,401	12,09,551	9,72,175	7,51,137	4,87,240	34,78,411	11,97,697	6,09,446	9,01,018	XIV
...	...	...	...	...	...	...	...	...	...	XV
72,083	...	...	17,000	...	...	1,00,000	...	...	...	XVI
...	...	...	...	...	...	...	...	...	...	XVII
72,083	...	...	17,000	...	...	1,00,000	...	...	3,00,000	XVIII
25,16,051	2,43,401	12,09,551	9,72,175	7,51,137	4,87,240	34,78,411	11,97,697	6,09,446	9,01,018	XIX
...	...	...	...	...	...	...	...	...	...	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

APPENDICES
of
STATISTICS.

Appendix 12. General results.

APPEN

General results Indian Railways (Referred to in paragraphs

GENERAL RESULTS					
Calendar year.	Total mileage open on 31st December	Total Capital outlay in thousands of rupees.	Gross Earnings in thousands of rupees.	TOTAL WORKING EXPENSES.	
				Amount in thousands of rupees.	Proportion per cent. to gross earnings.
1	2	3	4	5	6
1897 . .	21,123	2,82,12.04	25,60,11	12,47.73	48.74
1898 . .	22,048	2,92,81.13	27,45.59	13,01.91	47.42
1899 . .	23,528	3,09,21.92	29,41.25	13,96.22	47.47
1900 . .	24,760	3,30,27.14	31,59.65	15,12.91	47.88
1901 . .	25,373	3,40,15.08	33,65.79	15,75.64	46.81

GROSS EARNINGS IN THOUSANDS										
Calendar year.	COACHING TRAFFIC.							GOODS		
	1st Class	2nd Class.	Intermediate Class.	3rd Class.	Season and vendors' tickets.	Other Coaching Traffic.	Total Coaching Traffic (sum of 17 to 22).	Total Goods Traffic (sum of 24 to 26)	General Merchandise	Coal and coke for the public and foreign railways
10	17	18	19	20	21	22	23	24	25	26
1897 . .	29,27	43,91	49,59	6,32.81	6.50	1,83.17	8,46.09	15,84.89	13,14.54	1,47.51
1898 . .	31,24	45,28	49,19	6,25.51	7.15	1,10.29	8,94.70	17,88.62	14,68.25	1,74.71
1899 . .	31,52	46,97	52,08	6,70.61	8.01	1,13.19	9,22.88	19,23.15	16,09.45	1,80.49
1900 . .	31,83	47.07	56,03	7,01.00	8.47	1,31.37	10,26.44	20,41.90	16,92.15	2,11.83
1901 . .	32.78	52.13	64.70	8,48.25	9.12	1,74.71	11,41.88	21,27.35	17,16.49	2,35.09

Number of passengers and quantity of goods carried, the average distance

PASSENGERS CARRIED IN THOUSANDS THE AVERAGE DISTANCE CARRIED AND

Calendar year.	Total mile age open on 31st December.	1ST CLASS.			2ND CLASS.			INTERMEDIATE CLASS.			3RD CLASS.		
		No.	Average distance carried	Average rate charged in pies	No.	Average distance carried	Average rate charged	No.	Average distance carried	Average rate charged in pies	No.	Average distance carried.	Average rate charged in pies. ‡
			5				9				12	13	14
1897	21,123		73.51	12.28	2,212	50.25	4.67	4,805	61.64	3.10	132,215	38.48	2.27
1898	22,048		74.67	12.40	2,223	48.22	4.93	5,073	58.57	3.13	131,512	37.58	2.29
1899	23,528		71.78	12.59	2,352	43.90	5.32	5,231	60.56	3.07	140,321	37.58	2.30
1900	24,760	571	74.65	12.5		44.01	5.49	5,703	58.03	3.11	153,954	39.16	2.31
1901	25,373	532	99.11	1.75	2,405	70.22	5.40	6,670	50.04	3.09	170,416	41.87	2.31

* Excludes railways wholly

† This column represents the percentage of net earnings on capital outlay, but does not include season and vendors' tickets from 1897 to 1900.

** Included in the several classes up to 1900.

†† Included miscellaneous train-mileage.

‡ "Other expenses" include Steam-boat, Contribution to Provident Fund

DIX 12.

of working

treated as one System.

23, 27, 31, 39, 40, 47 and 51 of Report.)

OF WORKING.

Appendix 12.
General results.

NET EARNINGS.		PER MILE WORKED (EXCLUDING STEAM-SHIPS)			PER TRAIN MILE (EXCLUDING STEAM-SHIPS)			Calendar year.
Amount in thousands of rupees.	Percentage on Capital outlay.†	Gross Earnings in rupees.	Working Expenses in rupees.	Net Earnings in rupees.	Gross Earnings in rupees.	Working Expenses in rupees.	Net Earnings in rupees.	
7	8				13	14		15
13,12,38	4.65	12,402	6,027	6,375	3.66	1.78	1.68	1897
14,43,60	4.93	12,721	6,018	6,703	3.82	1.81	2.01	1898
15,45,03	5.00	12,846	6,067	6,779	3.79	1.80	1.99	1899
16,46,74	4.99	13,025	6,217	6,808	3.73	1.78	1.95	1900
17,90,15	5.26	13,253	6,190	7,063		1.77	2.03	1901

OF RUPEES.

WORKING EXPENSES IN THOUSANDS OF RUPEES.

TRAFFIC.											Calendar year.
Military Stores.	Stores, tools, and material for const. in- st.	Miscella- neous.	Electric tele- graph	Steam- boat and sun- dries.	Engineer- ing	Locomo- tive.	Carriage and wagon.	Traffic.	General.	Other Expenses. §	
27	28	29	31	32	33			35	36	37	38
23.09	75.51	27.61	8.12	77.01	3,44.18	4,51.53	1,14.93	2,10.79	1,33.23	59.32	1897
21.19	81.38	23.00	7.9	52	3,14.00	4,30.03	1,23.66	2,20.88	1,36.65	66.74	1898
13.13	94.11	20.47	8.70	86.32	3,42.84	4,71.87	1,34.10	2,31.06	1,42.58	72.78	1899
13.78	92.27	30.67		84.38	3,62.14	5,27.20	1,38.81	2,51.14	1,47.65	86.07	1900
15.02	96.41	64.11	7.19	89.07	3,56.33	5,50.71	1,52.27	2,65.41	1,58.07	83.82	1901

carried and the average rate charged, and the train-mileage run by railways in India.

THE AVERAGE RATE CHARGED.					TRAIN-MILES RUN (IN THOUSANDS)				GOODS TRAFFIC.			Calendar year.
SEASON AND PER- CENTAGE OF TICKETS.			TOTAL NO. OF PAS- SINGERS CARRIED.		Coaching.	Goods.	Mixed.	Total train- mileage. (†).	Tonnage carried (in thousands).	Average distance carried	Average rate charged in pice	
No.	Average distance carried	Average rate charged in pice	No.	Average distance carried.								
15	16	17	18	19	20	21	22	23	24	25	26	27
10,777	88	88	150,584	39.22	16,301	24,215	20,670	61,186	33,946	141.29	6.36	1897
12,117	88	88	151,566	38.53	16,620	28,037	25,440	70,107	36,354	157.11	6.01	1898
13,288	88	88	161,720	38.48	17,079	30,612	26,879	74,570	40,592	151.92	5.99	1899
13,845	88	88	176,308	40.09	18,114	34,252	28,827	81,193	43,739	151.96	5.90	1900
14,726	863	1.41	194,749	40.42	19,701	34,274	31,561	85,536	44,142	159.99	5.78	1901

under construction, vide paragraph 14 of Report
not represent the gain or loss to the State, for which information Appendix 7 should be consulted.

and Special and Miscellaneous expenditure.

Appendix 13. Earnings by systems.

APPEN

Gross earnings in thousands of rupees

(Referred to in paragraphs

N B—A reference to Appendix 2 will furnish the key to

Gauge	L'8'																			
	L'8'																			
	1	2			3	4		5	6	7			8			9			10	
Class No.	E. B. SYSTEM				B. C.	B. N. SYSTEM	P. C.	P. I. †	O. & L.	NORTH WESTERN SYSTEM			G. L. P. SYSTEM			B. B. & C. I. SYSTEM			NIZAMUL STATE SYSTEM	
Calendar year.	E. I.	S' G' passenger	Other passenger	Total						Commercial section	Military section	Total	G. L. P. (a) to (c)	I. M. (d) to (f)	Total	B. B. & C. I. (g) to (i) & (j)	R. M. (k) to (l)	Total	Niz. & G. V. (m) & (n)	H. G. V. (o)
PASSENGER TRAFFIC.																				
1897	1,79,001	34,82	19,37	44,19	6,19	12,29	13,56	..	32,35	87,99	19,73	96,72	62,48	19,41	61,89	36,33	55,99	91,3	7,71	...
1898	1,64,09	25,44	20,18	45,62	6,11	12,01	13,18	..	36,80	97,18	11,61	1,08,79	51,51	20,18	71,62	31,11	57,59	89,00	7,22	...
1899	1,72,54	26,90	20,07	47,97	6,20	19,47	19,92	..	38,48	89,59	11,40	1,00,99	63,60	21,11	81,71	43,22	61,97	1,01,25	7,56	0
1900	1,84,99	27,02	25,19	52,21	6,50	30,16	24,06	..	42,81	1,00,21	11,97	1,12,11	67,61	21,55	89,16	48,25	58,71	1,07,02	7,83	3,30
1901	1,90,91	28,16	25,42	53,58	7,12	39,98	22,9	..	41,99	1,16,70	13,44	1,30,01	61,42	23,04	1,06,46	51,18	68,00	1,10,73	8,00	7,22
PARCELS AND LUGGAGE.																				
1897	15,01	2,50	1,81	4,31	10	1,20	46	..	2,11	13,91	1,50	15,40	11,96	2,50	11,42	6,15	6,99	12,54	80	...
1898	11,00	2,31	1,71	4,02	11	1,11	50	..	2,47	10,00	1,30	11,30	12,60	2,01	1,037	6,21	6,30	12,19	92	..
1899	15,31	2,55	1,91	4,38	14	1,42	60	..	2,61	8,78	1,20	9,98	14,11	3,01	17,18	5,93	7,62	11,55	91	1
1900	16,41	3,31	2,50	5,81	19	2,89	1,45	..	3,25	9,80	1,32	11,21	15,51	3,30	18,81	6,43	8,90	12,59	98	21
1901	18,10	3,70	2,90	6,60	22	3,50	200	..	3,58	11,21	1,45	12,66	11,89	3,08	17,92	6,60	9,00	12,71	104	40
GOODS TRAFFIC.																				
1897	4,13,21	77,21	11,85	89,06	1,86	12,13	11,35	3,00	12,65	1,81,28	1,00	2,00,06	2,00,01	3,11	2,12,08	97,13	1,00,21	2,27,70	20,21	..
1898	4,10,02	71,25	10,11	81,36	2,04	18,00	11,50	5,00	19,41	2,10,00	1,79	2,00,55	2,71,62	11,91	1,90,00	1,10,00	1,00,00	2,77,07	31,10	..
1899	4,37,29	80,11	10,03	90,14	1,98	16,64	11,10	5,00	17,00	2,00,00	1,00	2,00,00	2,00,00	1,00	1,99,10	1,00,00	1,00,00	2,10,00	31,10	..
1900	4,79,06	80,16	11,11	91,27	2,30	19,02	12,00	5,00	20,71	2,10,00	1,79	2,00,00	2,00,00	1,00	1,99,10	1,00,00	1,00,00	2,10,00	31,10	..
1901	4,91,21	87,07	11,17	98,24	1,42	16,59	10,00	5,00	20,71	2,10,00	1,79	2,00,00	2,00,00	1,00	1,99,10	1,00,00	1,00,00	2,10,00	31,10	..
POST OFFICE.																				
1897	10	24	17	51	2	2	12	..	2	10	18	11	81	22	110	51	50	135	21	...
1898	10	19	11	40	2	17	11	..	27	81	11	98	70	22	92	17	77	112	10	..
1899	10	19	16	45	2	23	10	..	20	7	10	102	70	31	111	10	60	100	20	..
1900	10	19	10	39	2	20	10	..	20	10	10	10	70	10	10	10	10	10	10	..
1901	10	18	15	43	2	20	10	..	20	10	10	10	70	10	10	10	10	10	10	..
TOTAL GROSS EARNINGS.																				
1897	6,07,11	89,31	31,92	1,21,25	11,05	12,60	8,07	3,01	13,16	1,81,28	1,00	2,00,06	2,00,01	3,11	2,12,08	1,00,21	1,00,00	2,27,70	20,21	..
1898	5,17,15	80,81	61,10	1,47,91	10,25	18,79	7,05	5,00	20,00	2,10,00	1,79	2,00,55	2,71,62	11,91	1,90,00	1,10,00	1,00,00	2,77,07	31,10	..
1899	5,55,97	90,11	67,10	1,57,20	11,16	16,70	11,10	5,00	17,00	2,00,00	1,00	2,00,00	2,00,00	1,00	1,99,10	1,00,00	1,00,00	2,10,00	31,10	..
1900	5,90,18	90,16	78,78	1,68,94	13,40	19,02	12,00	5,00	20,71	2,10,00	1,79	2,00,00	2,00,00	1,00	1,99,10	1,00,00	1,00,00	2,10,00	31,10	..
1901	5,70,68	94,16	70,02	1,64,86	13,40	19,02	12,00	5,00	20,71	2,10,00	1,79	2,00,00	2,00,00	1,00	1,99,10	1,00,00	1,00,00	2,10,00	31,10	..
NET EARNINGS.																				
1897	1,21,71	17,2	11,20	28,92	1,90	20,70	8,07	1,10	10,07	1,50,00	2,10	1,50,00	1,50,00	2,10	1,50,00	1,00,00	1,00,00	1,70,00	19,05	...
1898	1,15,02	10,17	12,00	22,17	1,80	19,01	7,05	1,10	10,07	1,50,00	2,10	1,50,00	1,50,00	2,10	1,50,00	1,00,00	1,00,00	1,70,00	19,05	...
1899	1,15,30	10,20	12,11	22,31	1,81	19,01	7,05	1,10	10,07	1,50,00	2,10	1,50,00	1,50,00	2,10	1,50,00	1,00,00	1,00,00	1,70,00	19,05	...
1900	1,10,70	10,21	12,10	22,31	1,81	19,01	7,05	1,10	10,07	1,50,00	2,10	1,50,00	1,50,00	2,10	1,50,00	1,00,00	1,00,00	1,70,00	19,05	...
1901	1,12,87	10,27	12,17	22,44	1,81	19,01	7,05	1,10	10,07	1,50,00	2,10	1,50,00	1,50,00	2,10	1,50,00	1,00,00	1,00,00	1,70,00	19,05	...

† Open only for goods traffic.

‡ Excluding Pondicherry railway.

* Include Port Blair light railway, as the line

‡ Excluding Pondicherry railway, as the line

§ Excluding Pondicherry railway, as the line

** Total gross earnings include earnings from steam

*** Transferred partly to the Bengal-Nagpur railway and partly

Note: For net earnings of individual

NOTE—For earnings per mile worked and per

DIX 13.

Appendix 13.
Earnings by systems.

of each Railway Administration.

23, 24, 25, 27, 31, and 17 of Report.)

the code letters used to express railway systems.

S' 6"		S' 3"												S' 6"					S' 6"				Gauge.		
11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class. No.		
MADRAS SYSTEM	R. K. SYSTEM												M. R. SYSTEM					D. H. SYSTEM				Calendar year.			
Mol- ten (a) to (c)	Nil- bars (d)	B. D.	D. H.	A. R.	D. H. N. W.	R. K. N. W.	P. L. (a) & (b)	J. B.	G. C.	H. J.	P. M.	W. P.	S. I.	M. R. W.	B. L.	P. L.	R. K. L.	T. H.	D. H.	H. A.	H. S.	J. B.	Calendar year.		
PASSENGER TRAFFIC.																									
40,02	..	70	1.15	5,07	26	21,81	1,02	1,57	82	9,75	27,12	11	19,27	11,81	2,25	18	..	..	..	2,25	..	..	10	1907
31,91	..	12	1.11	6,81	27	23,01	1,21	1,58	82	4,67	18,12	26	11,90	11,71	2,06	17	67	..	32	2,25	1,25	67	12	1908	
30,14	10	16	1.10	8,75	29	25,80	1,41	1,17	90	9,87	16,55	15	11,91	11,01	2,19	19	58	1	37	2,06	2,78	69	12	1909	
25,37	81	18	1,28	9,07	31	26,15	1,57	1,50	82	9,29	25,16	30	17,73	18,72	2,16	23	67	67	39	2,20	2,19	70	13	1900	
57,82	91	83	1,17	10,91	12	17,95	1,91	8,11	9	9,91	27,01	50	11,70	11,01	2,27	26	69	65	27	2,53	2,36	72	15	1901	
PARCELS AND FREIGHT.																									
1,25	..	6	11	19	..	85	41	37	1	43	2,20	..	1,018	1,14	11	2	..	..	..	55	..	..	..	1907
1,73	..	7	10	31	..	57	41	38	1	48	2,10	..	1,71	1,53	16	2	..	..	..	72	..	..	..	1908
1,54	8	7	12	10	..	100	23	31	..	50	2,19	..	1,71	1,52	15	2	..	..	..	80	..	..	..	1909
5,04	22	8	12	12	..	1,18	49	41	5	10	2,62	..	1,55	1,55	15	2	..	..	..	61	..	..	..	1900
5,06	29	11	11	1	1	1,12	51	61	5	12	2,67	6	2,06	1,52	11	2	2	2	..	71	1	..	..	1901
CARRIAGE TRAFFIC.																									
6,86	..	2,27	6,10	1,21	1	2	3	1,58	51	9,71	61,71	1	10,01	11,76	1,06	82	..	..	..	1,13	..	..	55	1907
6,82	..	1,96	1,67	5,56	..	2,19	7,58	91	51	19,01	18,51	1,11	19,01	11,71	1,11	10,0	6	..	..	1,32	5	1	53	1908
6,06	36	2,01	7,12	6,47	1	11,11	91	11,12	1,06	11,09	51,21	1,15	11,0	1,00	1,67	1,12	6	1	52	1,27	11	1	53	1909	
6,27	61	2,19	7,70	6,72	1	10,06	8,50	12,61	1,50	12,50	50,50	1,77	9,73	6,06	1,11	97	9	2	5	1,01	15	5	71	1900	
97,23	1,10	1,41	8,11	8,50	..	17,11	9,08	12,5	1,15	7,90	1,50	1,91	15,71	6,71	1,01	1,58	11	1	1	1,71	21	6	67	1901	
ELECTRIC TELEGRAPH.																									
20	..	11	11	..	11	7	..	21	1	15	38	..	8,2	27	6	..	..	..	..	6	..	..	..	1907
17	..	11	12	..	29	7	..	1	16	37	..	22	29	7	..	1	..	..	..	3	..	..	..	1908
17	..	10	14	..	55	10	..	1	21	38	..	22	2	7	..	2	..	..	..	1	..	..	1	1909
15	..	11	13	..	31	8	..	1	2	29	..	2	29	7	..	2	..	..	..	3	..	..	..	1900
21	..	11	15	..	31	8	..	1	11	21	6	2	27	1	..	2	..	..	..	7	..	..	..	1901
TOTAL GROSS EARNINGS. *																									
117,48	..	2,86	8,90	9,91	90	20,01	12,53	12,15	1,21	21,11	91,08	1,80	91	1	50,76	1,57	1,08	..	..	7,11	..	..	96	1907
1,00,00	..	2,90	8,87	1,06	42	61,76	11,06	1,01	1,11	20,01	71,70	2,21	7,06	19,01	5,75	1,30	71	..	..	7,5	1,90	76	96	1908
1,07,73	81	2,73	9,22	16,09	41	77,54	17,35	1,51	2,11	22,11	7,58	5,72	87,06	18,26	1,20	1,20	66	16	95	7,15	2,01	73	96	1909	
1,13,39	1,70	1,19	9,05	17,10	45	80,17	16,01	1,5	3,18	23,61	8,50	1,31	91,91	1,90,1	1,21	1,20	77	16	96	1,01	2,50	76	67	1900	
1,62,73	2,41	1,57	9,01	21,31	19	97,21	17,37	2,138	2,22	18,01	81,12	1,6	1,05	26,18,85	1,7	1,18	81	60	81	7,88	2,61	79	83	1901	
NET EARNINGS.																									
60,97	..	1,15	2,80	72	11	31,70	5,09	8,11	11	9,12	40,12	-1,0	41,21	8,52	2,11	22	..	..	..	3,11	..	..	11	1907
55,51	..	1,15	2,87	81	7	36,07	7,21	5,09	62	8,28	21,39	1,10	39,78	17,88	1,01	24	21	..	20	3,18	7	21	20	1908	
50,97	20	1,18	1,71	9,23	6	41,51	8,69	12,72	1,05	10,79	21,14	161	10,35	15,79	1,70	60	12	5	26	2,17	1,1	21	-6	1909	
54,37	1,01	1,91	1,51	3,61	7	40,80	8,78	10,13	1,86	11,75	30,60	-10	15,29	18,95	1,70	12	21	10	29	3,62	1,2	27	-1	1900	
79,08	1,79	1,15	4,85	1,56	19	53,87	9,68	20	9,01	91	8,10	21,97	-7	53,97	19,50	1,29	79	25	15	17	4,11	1,1	21	-4	1901

was opened from the 22nd April 1901 only.

information not available. * Total coaching traffic. † Excluding Karakkal-Pondam and Pondam-Berry railways.

bus and other items not shown in details above

to the Madras railway from the 1st January 1901.

railways, see Appendix 7

train mile, see Appendices 22 and 23.

Appendix 14. Number of Passengers.

APPEN

Number of passengers carried by each railway, and average

(Referred to in paragraphs

Gauge.	5' 6" GAUGE														
	1			2			3			4					
	EAST INDIAN.			EASTERN RENGAL STATE			BENGAL CENTRAL			BENGAL-NAGPUR SYSTEM.					
										BENGAL-NAGPUR (a)			RAIPUR-DHANBAD, (b)		
Calendar year.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
1ST CLASS PASSENGERS.															
1897	61.2	130.90	15.2	45.2	55.41	11.1	2.6	43.02	9.05	6.0	74.37	11.87	...	...	...
1898	61.2	130.90	15.2	44.6	51.70	11.20	2.6	37.82	9.77	6.0	101.04	13.43	...	...	...
1899	66.4	120.1	15.03	47.0	50.01	12.00	2.8	39.1	12.00	6.0	11.11	13.40	...	...	...
1900	64.2	121.11	15.11	45.2	51.11	13.01	2.4	41.2	14.00	6.0	147.42	13.00	...	...	...
1901	64.2	130.27	14.94	42.4	52.00	13.05	1.9	44.27	14.55	11.4	135.10	15.07	1	34.45	17.00
2ND CLASS PASSENGERS.															
1897	174.8	124.53	6.2	119.4	49.78	6.13	24.1	37.84	4.84	11.2	81.17	5.65	...	...	...
1898	175.1	111.00	6.4	117.2	49.11	6.11	24.0	36.01	4.85	10.4	77.88	5.65	...	...	...
1899	180.9	111.14	6.70	112.0	47.92	6.25	24.0	39.01	6.10	21.9	70.51	5.70	...	...	...
1900	185.4	122.14	6.44	124.5	47.11	6.40	24.1	22.07	7.10	24.1	70.51	5.10	...	...	...
1901	197.5	134.40	6.11	124.8	52.11	6.40	19.5	30.35	7.10	38.2	140.78	6.17	1	34.60	7.16
INTERMEDIATE CLASS PASSENGERS.															
1897	1,154.1	54.47	3.12	846.1	31.41	3.01	84.5	31.00	3.14	10.5	47.11	2.85	...	...	...
1898	1,304.1	54.01	3.20	919.5	31.42	3.00	45.0	31.1	3.20	1.2	41.80	2.85	...	...	...
1899	1,311.0	52.2	3.13	916.7	31.07	3.01	48.5	34.10	3.10	27.4	52.07	2.81	...	...	...
1900	1,121.0	52.9	3.20	912.8	31.24	3.10	54.4	32.24	3.10	9.5	61.42	2.81	...	...	...
1901	1,311.0	57.67	3.11	991.5	31.50	3.10	61.1	37.00	3.47	11.7	67.40	3.21	1.3	33.18	3.00
3RD OR LOWEST CLASS PASSENGERS.															
1897	15,311.1	60.00	2.11	10,100.1	24.70	2.10	1,411.1	24.74	2.10	2,111.1	53.32	2.10	...	...	...
1898	16,401.2	60.40	2.11	11,114.1	24.70	2.10	1,411.1	24.74	2.10	2,111.1	49.15	1.90	...	...	...
1899	17,311.0	56.75	2.11	10,100.1	24.70	2.10	1,411.1	24.74	2.10	2,111.1	60.7	1.90	...	...	...
1900	18,311.0	57.00	2.11	10,100.1	24.70	2.10	1,411.1	24.74	2.10	2,111.1	71.00	2.11	...	...	...
1901	20,027.4	64.45	2.41	11,301.0	31.22	2.10	1,411.1	24.74	2.10	5,711.1	71.84	2.20	84.7	30.00	2.00
SEASON AND VENDORS' TICKETS.															
1897	1,107.2	...	...	717.1	9.21	2.75	107.1	...	...	61.1	...	...	...	...	...
1898	1,117.1	...	...	700.9	2.55	0.74	14.0	...	...	18.1	...	...	...	...	...
1899	1,111.1	...	...	847.4	9.51	2.70	141.5	...	...	60.7	...	...	...	...	...
1900	1,307.0	...	...	81.0	9.10	2.11	114.2	...	...	7.7	...	...	...	...	...
1901	1,442.0	11.3	...	1,301.1	10.00	2.11	104.2	5.68	3.00	60.2	8.86	1.80	...	...	...
TOTAL OF ALL CLASSES.															
1897	18,278.8	11.17	2.74	10,100.1	28.0	2.71	1,411.1	23.78	3.01	2,123.2	52.73	2.11	...	...	...
1898	19,304.3	10.79	2.73	11,004.1	28.1	2.71	1,411.1	24.57	3.01	2,111.1	48.40	2.12	...	...	...
1899	21,120.5	10.01	2.71	11,004.1	28.1	2.71	1,411.1	22.05	3.01	1,011.1	60.88	2.09	...	...	...
1900	21,207.8	10.07	2.71	11,004.1	28.1	2.71	1,411.1	22.05	3.01	1,011.1	72.02	2.20	...	...	...
1901	23,875.1	10.37	2.04	12,027.1	29.01	2.02	1,411.1	23.35	3.11	6,021.0	71.31	2.40	87.0	30.00	2.04
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.															
1897	...	0.72	...	...	1.12	...	...	1.45	...	...	1.49	...	...	...	...
1898	...	0.71	...	...	1.11	...	...	1.40	...	...	1.70	...	...	...	...
1899	...	0.71	...	...	1.41	...	...	1.43	...	...	1.00	...	...	...	...
1900	...	0.70	...	...	1.24	...	...	1.21	...	...	0.74	...	...	...	...
1901	...	0.76	...	...	0.77	...	...	1.05	...	...	1.06	...	...	1.38	...
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.															
1897	...	2.02	...	...	1.58	...	...	1.58	...	...	0.63	...	...	...	...
1898	...	2.00	...	...	1.50	...	...	1.54	...	...	0.36	...	...	...	...
1899	...	1.98	...	...	1.43	...	...	1.60	...	...	1.00	...	...	...	...
1900	...	1.96	...	...	1.43	...	...	1.68	...	...	0.46	...	...	...	...
1901	...	1.88	...	...	1.10	...	...	2.06	...	...	1.36	...	...	0.73	...

At B.—1. Except in the case of Eastern Bengal State railway, the average distance and average rate for season

2. Includes Calcutta Port Commissioners' railway which is open for goods traffic only.

* Excludes Cochin Behar (2' 6" gauge) railway.

† Transferred partly to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901.

distance travelled by, and average rate charged to, each passenger.

24 and 27 of Report.)

5' 6" GAUGE—continued.

GAUGE.

CLASS.
No.

GREAT INDIAN PENINSULA SYSTEM.

EAST COAST STATE.			ODISH AND RAJASTHAN STATE.			NORTH WESTERN STATE. (a) to (f).			GREAT INDIAN PENINSULA. (a) to (c)			INDIAN MIDLAND. § (d) to (h).			Railway.
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Calendar year.

1ST CLASS PASSENGERS.

4.6	44'08	17 7	21.1	90 1	11 15	54.8	132 47	10'51	62.1	81 40	10'71	12.1	174'08	10 40	1897
4.6	53 35	17 1	21.5	91 75	11 20	54.3	51 24	10 42	61.5	87 30	10 72	12.1	177 83	10 41	1898
6.8	91'54	15 4	22.0	117'20	11 22	52.6	110 12	10'40	72.8	87'18	10'05	11.9	180 02	10 80	1899
7.2	130 1	15 2	24.1	87 14	11'54	49.2	135 11	10 72	67.1	89 2	10'06	11.2	177'05	10'04	1900
†	†	†	23.4	89 69	11'45	55.1	112 10	10 37	69.7	131'31	10 04	12.2	175'18	11 3	1901

2ND CLASS PASSENGERS.

15.	23 91	8 5	68.4	98'01	4'4	8.	122'14	4 12	321.4	53 67	3'72	43.5	161 84	4'15	1897
13.	29 21	6 54	72.1	93 12	4'13	98.1	157 52	3 7	347.1	45'74	3 72	45.8	160'89	4'37	1898
22.	50'51	7 44	61.6	89 46	5'5	73.1	106 35	4 11	315.7	41 55	4'14	41.1	156'46	4'56	1899
23.†	70 22	6'7	101.1	86 18	5'31	86.1	106 47	4 54	325.0	36 62	4'14	37.1	140'02	5 24	1900
†	†	†	105.2	81'45	5 24	86.1	120 04	4 41	304.0	99 92	4'30	43.5	158'55	5 31	1901

INTERMEDIATE CLASS PASSENGERS.

2.5	50'01	4 5	244.0	41'71	3 64	864.7	62 51	1 01	321.9	118 01	3 0	100.0	76 67	2'08	1897
8.0	51'04	4 4	319.1	41 61	3 8	700.1	67 72	1 01	321.9	110'71	3 00	351.2	77'03	2'07	1898
10.0	45 00	4'3	347.1	44'31	3'14	744.5	64 41	3 08	314.1	114 62	3	310.1	82 0	3 00	1899
15.5	90'9	4'4	311.1	45 15	3 17	910.1	61 32	3'01	411.1	106 37	3'	292.4	83 37	2'17	1900
†	†	†	507.7	44 27	3 15	1218.8	55 07	3 01	553.3	101 64	3 00	312.3	83'71	2'07	1901

3RD OR LOWEST CLASS PASSENGERS.

2,851.0	34'35	2'02	4,715.71	44'43	2 50	13,519.	51'15	2'20	9,772.7	33 09	1'00	1,330.6	69'74	2'55	1897
2,033.1	31 1	2'33	5,464.9	43 37	2 51	15,101.1	50'52	2 20	10,105.0	28 00	1'00	1,411.1	67 21	2 54	1898
3,194.5	38'01	2 40	5,034.0	42'47	2 50	16,241.1	44'04	2 20	10,520.1	29 32	1'01	1,715.0	100'14	2'54	1899
4,340 9	37 21	2 47	6,462.1	41 40	2'31	17,004.	50'06	2'20	11,715.2	28' 15	1'01	1,884.8	61'24	2'55	1900
†	†	†	11,717	41'9.	2 47	19,772.2	47 50	2 47	13,519.1	37 57	2 00	2,100.0	63'41	2'53	1901

SEASON AND VENDORS' TICKETS.

70.0	...	...	...	...	...	3,814.9	...	...	...	...	...	...	...	...	1897
59.6	...	...	...	...	...	4,111.6	...	...	...	...	...	...	...	...	1898
71.3	...	...	...	...	...	4,621.3	...	...	...	...	...	...	...	...	1899
72.0	...	...	...	...	...	5,117.1	...	...	...	...	...	...	...	...	1900
†	†	†	...	...	...	5,279.1	...	...	...	...	...	...	...	...	1901

TOTAL OF ALL CLASSES.

2,047.1	34'35	2 11	5,070.1	45 70	2 58	14,110.1	53'04	2'44	14.4	36 41	2'27	1,748.0	74 23	2'87	1897
2,712.2	31'00	2 47	5,976.9	44 22	2 51	16,132.3	52 20	2 4	14,211.1	31'42	2'34	1,892.1	74 05	2'87	1898
3,715.8	39'02	2 40	6,192.7	41 22	2 07	17,077.0	45 32	2 40	16,144.	32 8	2'14	2,111.2	67'42	2'82	1899
4,451.4	37'75	2 40	6 114.0	41 37	2 71	18,141.7	51'09	2'41	17,000.0	31 72	2'31	2,221.	66'51	2 80	1900
†	†	†	8,714.4	44 70	2 64	20,243.6	50 00	2'40	20,100.0	34 23	2'27	2,521.6	66'20	2 85	1901

AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.

1'19	1'40	1'19	1'19	1'19	1'19	1'19	1'19	1'19	1'19	1'19	1'19	1'19	1'19	1'19	1'19
1'53	1'20	1'13	1'13	1'13	1'13	1'13	1'13	1'13	1'13	1'13	1'13	1'13	1'13	1'13	1'13
1'25	1'12	1'10	1'10	1'10	1'10	1'10	1'10	1'10	1'10	1'10	1'10	1'10	1'10	1'10	1'10
1'08	1'31	1'30	1'30	1'30	1'30	1'30	1'30	1'30	1'30	1'30	1'30	1'30	1'30	1'30	1'30
	1'06	1'18	1'18	1'18	1'18	1'18	1'18	1'18	1'18	1'18	1'18	1'18	1'18	1'18	1'18

AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.

0'91	1'28	1'25	1'25	1'25	1'25	1'25	1'25	1'25	1'25	1'25	1'25	1'25	1'25	1'25	1897
0'90	1'48	1'29	1'29	1'29	1'29	1'29	1'29	1'29	1'29	1'29	1'29	1'29	1'29	1'29	1898
1'35	1'55	1'23	1'23	1'23	1'23	1'23	1'23	1'23	1'23	1'23	1'23	1'23	1'23	1'23	1899
1'58	1'40	1'11	1'11	1'11	1'11	1'11	1'11	1'11	1'11	1'11	1'11	1'11	1'11	1'11	1900
	1'58	1'24	1'24	1'24	1'24	1'24	1'24	1'24	1'24	1'24	1'24	1'24	1'24	1'24	1901

and vendors' tickets for the years 1897 to 1900 are included under the several classes, as the information is not available separately.

§ Third class by mail trains. || Third class by other than mail trains.

* Includes Greater Light (2' 6" gauge) in the case of number only, which is shown under 3rd or lowest class and total, as details by classes are not furnished.

** Excludes the Nowshera-Durgam railway.

Appendix 14

Number of Passengers.

APPEN

Number of passengers carried by each railway, and average

(Referred to in paragraphs

GAUGE

5' 6" GAUGE—concluded

CLASS
No.

BOMBAY, BARODA AND CENTRAL INDIA SYSTEM

NIZAM'S GUARANTEED STATE SYSTEM.

MADRAS

Calendar year.	Bombay, Baroda and Central India (a) to (c), (d) and (f).			Kajputana-Malwa (g) to (i) (j) to (l).			Nizam's Guaranteed State (m) and (n).			Hyderabad-Godavari Valley. (o) to (r).			Madras (s) to (v).		
	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.

1ST CLASS PASSENGERS

1897	101.4	21.60	9.74	10.4	41.10	11.20	6.5	14.51	14.30	..	..	..	24.1	137.48	9.74
1898	71.5	14.57	9.17	50.9	58.21	11.10	7.6	31.81	15.10	..	..	..	24.5	111.62	11.20
1899	78.1	20.39	9.71	20.1	112.50	11.50	7.1	31.20	15.24	1	..	..	24.1	137.40	10.81
1900	76.9	20.46	11.61	20.3	84.47	11.10	6.5	32.31	15.11	2.2	68.47	31.56	24.4	141.60	11.32
1901	71.4	35.05	10.07	10.1	17.15	13.05	6.1	58.01	14.41	3.2	61.36	31.11	24.8	149.43	11.01

2ND CLASS PASSENGERS.

1897	451.3	14.61	4.73	..	82.90	5.6	20.4	34.46	..	..	..	..	101.6	41.54	4.41
1898	517.9	13.00	4.57	41.4	79.11	5.6	34.3	34.11	..	..	..	..	101.5	40.11	4.84
1899	601.1	14.80	4.65	54.1	84.13	6.00	36.3	37.05	4.64	..	..	..	102.4	39.61	4.73
1900	595.5	14.62	4.20	75.3	81.00	6.31	34.3	37.06	4.64	17.1	64.73	5.07	95.1	36.61	4.71
1901	550.1	26.51	5.46	67.9	91.14	5.91	37.9	34.03	4.44	22.6	68.05	4.71	111.2	36.5	6.27

INTERMEDIATE CLASS PASSENGERS

1897	364.8	10.40	3.32	214.5	70.06	2.70	27.1	31.21	2.50	..	..	..	..	..	..
1898	371.1	10.01	3.20	227.4	68.75	2.70	27.5	31.15	2.50	..	..	..	..	..	..
1899	381.3	10.01	..	249.5	66.70	2.70	25.7	..	2.50	..	..	..	..	..	..
1900	404.4	10.50	..	274.3	68.17	2.70	24.2	..	..	..	..	..	..	..	..
1901	420.1	10.11	..	308.4	66.51	2.70	27.1	5.45	..	..	..	..	19.2	93.31	4.50

3RD OR LOWEST CLASS PASSENGERS

1897	9,089.5	11.62	2.16	10,214.4	47.10	2.00	1,081.1	50.12	2.00	..	..	..	10,784.7	30.07	2.00
1898	8,144.0	14.10	2.27	10,502.4	47.20	2.00	1,111.1	50.21	2.00	..	..	..	8,075.8	27.43	2.11
1899	11,434.0	16.00	2.39	10,821.0	48.46	2.00	1,111.1	51.11	2.00	17.0	..	..	7,700.1	26.14	2.11
1900	11,457.0	18.22	2.12	10,771.7	46.95	2.00	1,011.4	50.70	2.00	5.31	48.27	2.00	8,454.3	30.07	2.11
1901	11,713.8	22.90	2.47	12,471.5	47.40	2.00	1,081.1	48.0	2.00	1,143.0	54.01	2.00	11,507.3	31.16	2.25

SEASON AND VENDOR'S TICKETS

1897	4,051.1	..	..	3.1	..	..	1.2	..	..	..	..	..	5,000.0	..	..
1898	4,111.1	..	..	7.5	..	..	5.7	..	..	..	..	..	4,141.1	..	..
1899	5,204.1	..	..	..	..	..	1,000.0	..	..	..	..	..	5,051.1	..	..
1900	5,455.2	..	..	6.9	..	..	1,401.1	..	..	..	..	..	5,104.1	..	..
1901	5,147.1	7.91	1.44	6.9	7.5	1.00	12.0	31.25	6.70	5.1	44.71	6.50	6,100.1	14.82	6.55

TOTAL OF ALL CLASSES

1897	4,028.7	10.65	2.64	9,515.7	46.1	2.12	1,101.1	49.09	2.30	..	..	..	11,411.7	31.71	2.25
1898	3,906.2	16.44	2.01	10,745.4	47.1	2.11	1,211.1	49.11	2.17	..	..	..	9,741.7	32.40	2.31
1899	6,100.1	18.70	2.63	11,100.1	47.1	2.11	1,211.1	49.11	2.17	18.7	41.35	2.20	5,291.7	29.54	2.36
1900	7,441.5	11.17	2.60	11,117.0	47.1	2.12	1,311.1	48.01	2.14	5.8.1	41.52	2.11	11,501.5	31.10	2.32
1901	8,143.8	..	2.61	12,473.1	..	2.11	1,101.1	47.47	2.14	1,143.0	54.74	2.11	12,477.4	34.12	2.48

AVERAGE COST OF CARRYING EACH PASSENGER IN PICE.

1897	1.51	0.94	0.85	..	..	..	..	..	..	..	..	..	..	..	0.96
1898	1.40	0.81	0.75	..	..	..	..	..	..	..	..	..	..	..	1.07
1899	1.39	0.76	0.62	..	..	..	..	..	..	..	..	..	..	..	1.10
1900	1.34	0.6	0.77	..	..	..	..	..	..	..	..	..	..	..	1.11
1901	1.31	0.70	0.78	..	..	..	..	..	..	..	..	..	..	..	0.95

AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PICE.

1897	0.70	1.17	1.45	..	..	..	..	..	..	..	..	..	..	..	1.20
1898	1.10	1.31	1.42	..	..	..	..	..	..	..	..	..	..	..	1.25
1899	1.21	1.30	1.36	..	..	..	..	..	..	..	..	..	..	..	1.17
1900	1.17	1.47	1.47	..	..	..	..	..	..	..	..	..	..	..	1.21
1901	1.30	..	1.34	..	..	..	..	..	..	..	..	..	..	..	1.40

* Includes Godhra-Rutlam-Nagda (5' 6" gauge) railway, but excludes Gaskwar's Dabhoi and Rajpipla (5' 6" gauge) railways.

† Excludes Godhra-Rutlam-Nagda (5' 6" gauge) railway. ‡ Third class by mail trains. § Third class by other than mail trains.

N.B.—The average distance and average rate for the season tickets for the years 1897

DIX 14—continued.

Appendix 14.
Number of Passengers.

distance travelled by, and average rate charged to, each passenger.
24 and 27 of Report).

SYSTEM.			1' 31" GAUGE.												GAUGE.
			12			13			14			15			CLASS No.
			BENGAL DOOARS.			DIBRU-SADIYA.			ASSAM-BENGAL.			DEOGHUR.			RAILWAY.
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Calendar year.
1ST CLASS PASSENGERS.															
...	...	...	6	17 7 1	31 17	3 5	20 5 4	22 28	2 7	67 8 1	15 75	1 0	47 1	20 04	1907
1 5	19 04	76 00	6	23 7 2	25 3 1	4 1	19 4 5	22 14	3 1	65 77	15 27	1 0	47 1	20 04	1908
3 2	21 5 1	76 00	5	21 5 4	26 2 1	4 1	21 1 1	21 0 2	3 5	61 9 1	15 0 1	1 0	47 1	20 04	1909
3 3	21 0 7	76 00	6	24 6 4	27 3 1	3 5	21 2 1	22 18	3 0	61 7 1	15 2 4	1 0	47 1	20 04	1900
			7	16 6 0	20 0 7	4 1	19 1 1	24 1 1	4 0	60 5 4	15 1 4	2 2	47 1	20 04	1901
2ND CLASS PASSENGERS.															
...	...	...	1 5	17 1 1	18 1 6	2 4	24 1 5	11 0 4	5 7	48 1 1	8 0 9	...	...	...	1907
...	...	...	1 5	21 1 1	14 0 2	2 4	21 1 1	11 1 1	6 0	51 1 1	7 0 4	...	...	...	1908
2 0	19 1 1	3 4 00	1 5	21 1 1	14 0 4	2 4	21 1 1	11 1 1	6 7	54 8 4	7 1 3	...	...	...	1909
5 7	19 1 1	38 00	1 5	19 0 1	16 2 4	2 4	22 1 1	11 1 1	0 2	51 2 0	7 1 4	...	...	...	1900
5 7	24 5 0	38 00	1 5	19 1 1	16 2 4	3 1	20 2 0	11 1 1	10 1	56 1 1	7 1 4	...	...	...	1901
INTERMEDIATE CLASS PASSENGERS.															
...	...	...	1 2	24 5 0	4 0 0	...	...	...	...	...	...	...	...	...	1907
...	...	...	1 2	24 7 0	4 0 2	...	...	...	...	...	...	...	...	...	1908
...	...	...	1 5	21 1 1	4 0 1	...	...	...	...	...	...	...	...	...	1909
...	...	...	1 5	21 1 1	4 0 1	...	...	...	1 2	43 2 8	4 5 0	...	...	...	1900
...	...	...	2 5	17 8 1	5 0 0	...	...	...	5 1	47 7 2	4 5 0	...	...	...	1901
3RD OR LOWEST CLASS PASSENGERS.															
...	...	...	12 1 5	16 5 1	3 1 4	19 1 1	21 1 1	4 0 0	9 1 1 1	3 1 1	3 0 0	17 1 1	4 7 1	5 1 1	1907
...	...	...	14 1 1	16 0 1	3 1 1	2 0 1 1	20 1 1	4 0 0	1 2 1 1	3 1 1	3 1 1	17 1 1	4 7 1	5 1 1	1908
45 1	19 1 1	7 4 0	16 1 1	16 0 1	3 1 1	17 1 1	20 1 1	4 0 0	1 4 1 1	3 1 1	3 1 1	17 1 1	4 7 1	5 1 1	1909
71 1	11 1 1	7 5 0	21 1 1	15 1 1	3 1 1	2 1 1	20 1 1	4 0 0	1 5 1 1	3 1 1	3 1 1	17 1 1	4 7 1	5 1 1	1900
65 1	16 7 2	7 1 1	11 1 1	15 1 1	3 1 1	2 1 1	17 1 1	4 0 0	1 7 1 1	3 1 1	3 1 1	17 1 1	4 7 1	5 1 1	1901
SEASON AND VENDORS TICKETS.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1907
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1908
1 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1909
1 2	12 7 0	1 1 0	...	...	...	...	...	...	...	...	...	...	...	...	1900
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1901
TOTAL OF ALL CLASSES.															
...	...	...	11 1 1	16 1 1	3 1 1	21 1 1	21 1 1	4 0 0	9 1 1 1	3 1 1	3 1 1	17 1 1	4 7 1	5 1 1	1907
...	...	...	14 1 1	16 1 1	3 1 1	2 0 1 1	20 1 1	4 0 0	1 2 1 1	3 1 1	3 1 1	17 1 1	4 7 1	5 1 1	1908
50 0	11 5 1	1 1 1	16 1 1	16 1 1	3 1 1	2 0 1 1	20 1 1	4 0 0	1 4 1 1	3 1 1	3 1 1	17 1 1	4 7 1	5 1 1	1909
83 4	12 5 1	1 1 1	22 1 1	15 1 1	3 1 1	27 1 1	20 1 1	4 0 0	1 5 1 1	3 1 1	3 1 1	17 1 1	4 7 1	5 1 1	1900
76 2	17 3 0	1 1 1	31 1 1	15 1 1	3 1 1	28 1 1	17 1 1	4 0 0	1 7 1 1	3 1 1	3 1 1	17 1 1	4 7 1	5 1 1	1901
AVERAGE COST OF CARRYING EACH PASSENGER IN PICE.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1907
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1908
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1909
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1900
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1901
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PICE.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1907
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1908
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1909
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1900
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1901

Excludes Bengal Doon, extensions. Excludes Lido and Tikak Margherita colliery branch railway. Intermediate class introduced from 1st October 1900.

to 1900 are included under the several classes, as the information is not available separately. Information not furnished.

P. T. O.

DIX 14—continued.

Appendix 14.
Number of Passengers.

distance travelled by, and average rate charged to, each passenger.

24 and 27 of report.)

3' 6" GAUGE—continued.									2' 6" GAUGE			GAUGE.			
21			22			23			24			25			Class No.
SOUTHERN MAHARATTA			WEST OF INDIA PORTUGUESE			SOUTH INDIAN			BURMA			MORCE			RAILWAY
Number in hundreds	Average distance travelled by each in miles	Average rate charged in pice	Number in hundreds	Average distance travelled by each in miles	Average rate charged in pice	Number in hundreds	Average distance travelled by each in miles	Average rate charged in pice	Number in hundreds	Average distance travelled by each in miles	Average rate charged in pice	Number in hundreds	Average distance travelled by each in miles	Average rate charged in pice	Calendar year
1ST CLASS PASSENGERS															
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1897
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1898
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1899
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1900
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1901
2ND CLASS PASSENGERS															
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1897
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1898
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1899
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1900
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1901
INTERMEDIATE CLASS PASSENGERS															
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1897
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1898
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1899
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1900
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1901
3RD OR LOWER CLASS PASSENGERS															
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1897
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1898
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1899
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1900
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1901
SEASON AND WINDUP TICKETS															
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1897
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1898
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1899
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1900
11.0	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	2.0	2.0	2.0	1.1	1.1	1.1	1901
TOTAL OF ALL CLASSES															
6,120.0	35.0	2.1	1,400.0	15.0	2.7	1,400.0	12.0	2.0	1,400.0	25.0	2.5	3,110.0	41.0	3.1	1897
3,840.0	41.0	2.1	1,010.0	15.0	2.7	1,010.0	12.0	2.0	1,010.0	25.0	2.5	2,020.0	41.0	3.1	1898
3,350.0	41.0	2.1	2,110.0	14.0	2.7	2,110.0	12.0	2.0	2,110.0	25.0	2.5	2,020.0	41.0	3.1	1899
3,370.0	41.0	2.1	2,110.0	14.0	2.7	2,110.0	12.0	2.0	2,110.0	25.0	2.5	2,020.0	41.0	3.1	1900
3,370.0	41.0	2.1	2,110.0	14.0	2.7	2,110.0	12.0	2.0	2,110.0	25.0	2.5	2,020.0	41.0	3.1	1901
AVERAGE COST OF CARRYING EACH PASSENGER IN PICE.															
1.11	8.00	0.05	1.11	8.00	0.05	1.11	8.00	0.05	1.11	8.00	0.05	1.11	8.00	0.05	1897
1.12	8.01	0.05	1.12	8.01	0.05	1.12	8.01	0.05	1.12	8.01	0.05	1.12	8.01	0.05	1898
1.44	5.18	0.04	1.44	5.18	0.04	1.44	5.18	0.04	1.44	5.18	0.04	1.44	5.18	0.04	1899
1.27	8.01	0.05	1.27	8.01	0.05	1.27	8.01	0.05	1.27	8.01	0.05	1.27	8.01	0.05	1900
1.50	7.08	0.03	1.50	7.08	0.03	1.50	7.08	0.03	1.50	7.08	0.03	1.50	7.08	0.03	1901
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PICE.															
1.01	-6.14	1.11	1.01	-6.14	1.11	1.01	-6.14	1.11	1.01	-6.14	1.11	1.01	-6.14	1.11	1897
0.15	-6.25	1.00	0.15	-6.25	1.00	0.15	-6.25	1.00	0.15	-6.25	1.00	0.15	-6.25	1.00	1898
0.77	-2.12	1.11	0.77	-2.12	1.11	0.77	-2.12	1.11	0.77	-2.12	1.11	0.77	-2.12	1.11	1899
0.27	-5.21	1.15	0.27	-5.21	1.15	0.27	-5.21	1.15	0.27	-5.21	1.15	0.27	-5.21	1.15	1900
0.60	-1.02	1.20	0.60	-1.02	1.20	0.60	-1.02	1.20	0.60	-1.02	1.20	0.60	-1.02	1.20	1901

Taticorn raised to 2 50 pice per mile from the 1st November 1900.

‡ Intermediate class abolished.

1897 to 1900 are included under the several classes, as the information is not available separately.

Appendix 14. Number of Passengers.

APPEN

Number of passengers carried by each railway, and average

Referred to in paragraph

GAIL (G.I.).	2' 6" GAUGE—continued											
	26			27			28			29		
	RAJASTHANI			TANAKESHWAR-MAGRA			KANAGRAH-KISHINAGAR			TETPUR-BALIPARA		
Calendar Year	Number in hundreds	Average distance travelled by each in mile	Average rate charged in pice	Number in hundreds	Average distance travelled by each in mile	Average rate charged in pice	Number in hundreds	Average distance travelled by each in mile	Average rate charged in pice	Number in hundreds	Average distance travelled by each in mile	Average rate charged in pice
1ST CLASS PASSENGERS												
1897
1898
1899
1900
1901	2	377	21.01	...	3	...	25	...	...
2ND CLASS PASSENGERS												
1897	...	21.26	11.41	...	...	...	...	...	...	...	...	...
1898	...	21.11	14.05	...	...	...	...	...	...	...	...	...
1899	...	21.35	21.36	...	...	...	...	...	...	...	...	...
1900	...	21.37	22.02	...	...	...	...	...	...	...	...	...
1901	5	21.93	22.17	...	8.20	10.57	...	...	...	...	...	...
INTERMEDIATE CLASS PASSENGERS												
1897
1898
1899
1900	4.41	...	11.7	...	...	...	...
1901	7	...	...
3RD OR LOWEST CLASS PASSENGERS												
1897	...	57.2	15.95	...	...	...	...	...	...	...	...	...
1898	...	44.1	13.11	...	...	...	...	...	...	...	...	...
1899	...	51.1	20.49	...	...	...	...	...	...	...	...	...
1900	...	64.1	20.61	...	...	...	...	...	...	...	...	...
1901	...	70.5	20.70	...	...	...	...	...	...	...	...	...
SEASON AND VENDORS' TICKETS												
1897
1898
1899
1900	4.21	...	...	...	...	...	...
1901
TOTAL OF ALL CLASSES												
1897	...	55.11	1.11	...	...	...	...	...	...	...	...	...
1898	...	70.45	1.11	...	...	...	...	...	...	...	...	...
1899	...	51.1	20.49	...	...	...	...	...	...	...	...	...
1900	...	64.1	20.61	...	...	...	...	...	...	...	...	...
1901	...	70.5	20.70	...	...	...	...	...	...	...	...	...
AVERAGE COST OF CARRYING EACH PASSENGER IN PILS.												
1897
1898
1899
1900
1901
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PILS.												
1897
1898
1899
1900
1901

N.B.—Excludes Cherra-Comjanyganj railway which has been closed from

* 1st class. † Lower class. ‡ Total shown under 3rd or lowest class, as details by classes are not available.

DIX 14—concluded.

Appendix 14.
Number of Passengers.

distance travelled by, and average rate charged to, each passenger.

24 and 27 of Report)

2nd General												GAUGE.
32			31			33			34			Class No.
DARJEELING HIMALAYAN.			HOWRAH-AMTA.			HOWRAH SHIBSAGALA.			JOKHAT.			Railway
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pice.	Calendar year.
1st CLASS PASSENGERS												
45.5	44.11	52.41	...	...	...	...	...	...	...	...	...	1907
45.2	42.10	60.1	7	...	...	0	...	...	...	...	...	1908
45.1	42.02	67.35	6	...	...	5	...	...	...	...	...	1909
45	41.8	51.52	4	...	...	4	...	...	...	...	...	1910
45.1	47.13	51.05	...	...	...	...	...	...	...	...	...	1911
2ND CLASS PASSENGERS												
11.8	41.17	27.70	...	...	...	...	...	...	...	...	...	1907
12.5	40.10	21.1	...	...	...	...	...	...	...	...	...	1908
11	39.1	21	...	...	...	...	...	...	...	...	...	1909
10.5	38.1	21	...	...	...	...	...	...	...	...	...	1910
13.1	37.1	21	...	...	...	...	...	...	...	...	...	1911
INTERMEDIATE CLASS PASSENGERS												
...	...	...	24.0	...	...	12.0	...	...	...	...	...	1907
...	...	...	21.0	...	...	14.0	...	...	...	...	...	1908
...	...	...	27.0	...	...	12.2	...	...	...	...	...	1909
...	...	...	...	...	...	...	...	...	...	...	...	1910
...	...	...	...	...	...	...	...	...	...	...	...	1911
3RD OR LOWEST CLASS PASSENGERS												
4.4	11.2	11.11	1.19	...	...	27.0	...	...	...	...	...	1907
11.1	...	14.5	...	...	...	...	...	...	...	...	...	1908
41.5	...	17.14	...	...	...	...	...	...	...	...	...	1909
4.1	...	11	...	...	...	...	...	...	...	...	...	1910
56.1	...	12.1	...	...	...	...	...	...	...	...	...	1911
SEASON AND VENDOR TICKETS												
...	...	...	...	...	...	...	...	...	...	...	...	1907
...	...	...	...	...	...	...	...	...	...	...	...	1908
...	...	...	...	...	...	...	...	...	...	...	...	1909
...	...	...	...	...	...	...	...	...	...	...	...	1910
...	...	...	...	...	...	...	...	...	...	...	...	1911
TOTAL OF ALL CLASSES												
61.0	3.5	12.06	...	...	...	...	...	...	...	...	...	1907
61.0	31	24.0	...	...	...	...	...	...	...	...	...	1908
61.0	31.1	20.15	...	...	...	...	...	...	...	...	...	1909
61.0	21.91	21.54	...	...	...	...	...	...	...	...	...	1910
61.0	31.5	21.1	...	...	...	...	...	...	...	...	...	1911
AVERAGE COST OF CARRYING EACH PASSENGER IN PICE.												
6.0	...	...	...	...	...	...	...	...	...	...	...	1907
7.4	...	...	...	...	...	...	...	...	...	...	...	1908
7.0	...	...	...	...	...	...	...	...	...	...	...	1909
5.0	...	...	...	...	...	...	...	...	...	...	...	1910
7.0	...	...	...	...	...	...	...	...	...	...	...	1911
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PICE.												
12.35	...	...	...	...	...	...	...	...	...	...	...	1907
15.12	...	...	...	...	...	...	...	...	...	...	...	1908
15.12	...	...	...	...	...	...	...	...	...	...	...	1909
17.04	...	...	...	...	...	...	...	...	...	...	...	1910
14.10	...	...	...	...	...	...	...	...	...	...	...	1911

the 25th March 1900 and subsequently abandoned.

§ Information not available.

Appendix 15. Passenger earnings.

APPEN

Gross earnings in thousands of rupees from

(Referred to in

N B—A reference to Appendix 2 will furnish the key to

GAUGE		5' 6" GAUGE											3' 3½ GAUGE						
CLASS No.		1	2		3	4		6	7	8		9	10		11		12	13	14
Calendar year	F. I.	F. R. SYSTEM		H. C.	R. N. (a) and (b).	I. C.	O. & R. (a) (b) (c)	N. W. (a) (b) (c)	G. I. P. SYSTEM		B. B. & C. I. SYSTEM		N. G. S. SYSTEM		M. SYSTEM		H. D.	D. S.	A. B.
		5' 6" gauge. (a)	Other gauge- none (b) to (c)						G. I. P. (a) (b) (c)	I. M. (a) (b) (c)	R. M. (a) (b) (c)	N. G. S. (a) (b) (c)	H. G. V. (a) (b) (c)	M. (a) (b) (c)	N. (a) (b) (c)				
1st CLASS PASSENGERS																			
1877	1,001	1,001	1	6	7	2	1,001	1	4,004	11	1,001	1,001	4,001	...	1,001	...	2	9	15
1878	1,001	95	1	6	41	30	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	2	9	17
1879	6,56	1,001	1	7	51	...	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	2	11	18
1880	1,001	1,007	51	7	71	71	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	2	10	20
1881	1,001	1,001	1	6	1,001	1	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	2	9	21
2nd CLASS PASSENGERS																			
1877	1,001	1,007	1	...	1	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	3	3	12
1878	1,001	1,001	1	2	4	3	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	3	4	13
1879	1,001	1,001	1	...	1	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	3	4	19
1880	1,001	1,001	1	22	3	71	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	3	4	21
1881	1,001	1,001	47	1	1,001	1	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	3	4	21
3rd CLASS PASSENGERS																			
1877	1,001	1,001	1,001	1	27	1	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	1	...	...
1878	1,001	1,001	1,001	25	2	10	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	1	...	...
1879	1,001	1,001	1,001	24	27	11	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	1	...	...
1880	1,001	1,001	1,001	3	51	31	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	1	...	† 1
1881	1,001	1,001	1,001	4	1,001	...	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	1	...	6
4th CLASS PASSENGERS																			
1877	1,001	1,001	1,001	5,20	11,00	12,00	2,00	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	31	1,001	4,50
1878	1,001	1,001	1,001	10,00	10,00	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	17	1,001	6,51
1879	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	40	1,001	8,20
1880	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	52	1,001	1,001
1881	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	77	1,001	10,31
5th CLASS PASSENGERS																			
1877	1,001	1,001	1,001	4	1,001	1	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	...	...	...
1878	1,001	1,001	1,001	5	1,001	3	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	...	...	...
1879	1,001	1,001	1,001	5	1,001	...	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	...	...	...
1880	1,001	1,001	1,001	5	1,001	2	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	...	...	...
1881	1,001	1,001	1,001	6	1,001	1	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	...	...	...
TOTAL PASSENGER EARNINGS																			
1877	1,001	24,00	1,001	6,00	12,00	1,001	12,00	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	40	1,001	5,00
1878	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	43	1,001	6,81
1879	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	46	1,001	8,57
1880	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	58	1,001	9,08
1881	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	1,001	...	1,001	...	83	1,001	10,81

* 1st class

† Intermediate class introduced on this railway from the 1st October 1900

‡ Intermediate class abolished on this railway from the 1st November 1900

§ 1st class

¶ Transferred partly to the Bengal-Nagpur railway and partly to the Malwa railway from the 1st January 1901.

DIX 15:

Appendix 15:
Passenger earnings.

Passenger traffic of each railway (by systems).

24 and 27 of Report.)

the code letters used to express railway systems.

15	16	17	18	19	20	21	22	23	24	2' 6" GAUGE.					2' 0" GAUGE.				GAUGE.
										25	26	27	28	29	30	31	32	33	
D.	B. & N.-W.	R. & K. system. (a) & (b)	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	K. L.	T. R.	D. H.	H. A.	H. S.	J.	CLASS No
																			Calendar year.
1ST CLASS PASSENGERS																			
...	54	33	...	9	3	20	1,00	1	72	97	8	...	...	...	50	...	...	...	1897
...	52	35	...	12	2	24	1,01	2	82	1,01	10	...	...	...	51	1	1	...	1898
...	51	33	...	9	3	21	82	2	77	1,06	8	...	...	...	52	1	1	...	1899
...	46	32	...	7	3	18	104	2	81	1,14	7	...	...	...	56	1	...	...	1900
...	51	40	...	20	3	10	91	2	85	1,13	7	...	...	...	50	1	...	...	1901
2ND CLASS PASSENGERS																			
...	41	57	...	10	3	60	1,11	4	1,77	2,14	15	1	...	...	71	...	...	...	1897
...	42	61	...	15	4	64	1,14	4	1,75	2,10	10	1	...	...	76	...	...	...	1898
...	48	54	...	17	3	74	1,16	5	1,52	2,01	19	...	...	...	70	...	...	...	1899
...	42	56	...	15	3	53	1,32	6	1,51	2,31	19	2	...	...	64	...	...	...	1900
...	51	65	...	42	1	55	1,11	5	1,71	2,35	10	1	...	...	85	...	...	...	1901
INTERMEDIATE CLASS PASSENGERS																			
...	43	8	...	...	...	...	...	...	1,11	...	...	...	...	...	...	...	...	...	1897
...	42	9	...	...	2	...	...	...	1,11	...	...	...	...	...	...	10	1	...	1898
...	45	10	...	...	2	12	...	...	1,11	...	...	...	...	...	...	12	4	...	1899
...	55	10	...	...	2	31	...	...	1	...	...	...	...	...	...	11	4	...	1900
...	78	12	...	...	...	41	...	...	...	...	1	...	...	...	...	12	1	...	1901
3RD CLASS PASSENGERS																			
26	20,44	3,613	...	1,11	77	1,83	21,01	30	4,11	2,11	2,00	1,1	...	...	1,1	...	...	10	1897
26	21,67	4,119	...	4,31	77	7,05	11,01	31	10,1	2,71	1,7	1	...	...	91	1,72	6,1	12	1898
29	24,16	4,42	...	4,61	81	8,00	11,27	32	10,1	2,71	1,1	12	...	...	85	1,1	6,4	12	1899
30	28,01	4,59	...	4,11	74	8,11	2,101	41	1,11	15,00	1,01	2,1	...	...	1,1	...	6,1	12	1900
42	30,11	5,76	10	7,79	17	8,59	21,77	41	12,01	17,1	...	1	...	...	1,01	2,25	1,8	15	1901
SEASON AND VARIOUS TICKETS OF ALL CLASSES																			
...	1	...	...	...	...	1	2	...	1	7	...	...	...	...	...	...	...	...	1897
...	1	...	...	...	...	...	1	...	1	7	...	...	...	...	...	...	...	...	1898
...	1	...	...	...	...	...	1	...	1	9	...	...	...	...	...	...	...	...	1899
...	1	...	...	...	...	1	1	...	14	9	...	...	...	...	...	...	...	...	1900
...	1	...	...	...	...	1	2	...	15	10	...	...	2	...	...	...	...	...	1901
TOTAL PASSENGER TRAFFIC																			
26	21,84	4,61	...	4,58	82	9,75	27,12	41	11,31	11,51	1,0	10	...	...	2,21	...	...	10	1897
26	23,04	5,21	...	4,53	85	8,57	16,11	37	13,17	11,71	2,01	10	1,7	...	2,1	1,81	1,7	12	1898
29	25,85	5,44	...	5,17	91	9,97	16,36	40	11,01	11,01	2,19	19	5,1	4,0	37	2,07	2,3,1	19	1899
30	29,45	5,37	...	4,56	81	9,28	25,10	49	17,73	12,72	2,17	13	67	6,1	1,1	2,20	...	70	1900
42	37,95	6,93	36	8,41	95	9,81	27,03	50	21,70	21,03	2,27	26	69	6,5	1,7	2,53	2,5,1	...	1901

N. B.—Excludes the Port Trust railway which is open for goods traffic only; and the Cherra-Companyganj railway which was closed on the 25th March 1900 and subsequently abandoned.

Appendix 16.
Goods traffic.
APPEN
Goods of the different classes in thousands of tons carried by each railway

(Referred to in paragraphs

Note.—A reference to Appendix 2 will furnish the key

GAUGE.		5' 6"											
Class No.		1		2				3		4			
Calendar year.	EAST INDIAN.		F. B. SYSTEM.				BENGOAL CENTRAL.		BENGAL-NAGPUR SYSTEM.				
			5' 6" GAUGE (a).		OTHER GAUGES. (b) to (e).				BENGAL-NAGPUR (a).		RAIPUR-DHANTARI (b).		
	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	
GENERAL MERCHANDISE.													
1897	1,486	6.10	1,130	9.31	540	10.10	120	7.29	471	6.70	...	...	...
1898	3,416	5.10	1,000	9.17	555	8.90	70	7.44	530	7.72	...	...	...
1899	3,511	6.00	1,115	8.87	609	10.30	104	6.05	671	6.73	...	...	...
1900	3,498	6.20	1,230	8.91	783	10.70	150	7.05	808	4.81	...	...	...
1901	3,456	5.85	1,114	9.51	747	10.66	135	5.12	807	7.01	13	10.47	...
MILITARY STORES.													
1897	15	16.03	...	21.14	...	15.50	...	12.15	1	17.00	...	...	...
1898	24	16.12	...	22.70	...	17.01	...	12.00	...	11.10	...	...	...
1899	10	20.00	...	25.11	...	24.11	...	12.70	...	11.71	...	...	...
1900	11	17.71	...	21.00	...	...	...	11.50	1	13.10	...	...	...
1901	6	15.16	...	20.05	...	...	...	11.41	...	13.57	...	...	...
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.													
1897	3,374	1.78	152	4.11	...	...	17	4.41	704	3.71	...	...	...
1898	3,715	3.41	200	4.40	...	...	14	2.51	700	3.01	...	...	...
1899	3,500	3.49	200	4.60	...	...	20	5.10	1,052	3.57	...	...	...
1900	4,000	3.40	240	2.11	25	5.11	24	1.00	751	1.61	...	...	...
1901	5,204	3.41	277	4.11	17	4.57	20	3.05	805	2.05	...	...	4.43
REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.													
1897	100	1.02	210	2.10	...	...	40	1.15	148	2.71	...	...	...
1898	1,144	1.80	230	2.40	...	...	35	3.14	211	4.11	...	...	...
1899	1,276	1.80	210	2.10	...	...	16	2.45	524	2.04	...	...	...
1900	1,000	1.11	207	2.41	15	2.40	21	2.41	310	2.10	...	...	...
1901	1,000	1.05	204	4.41	234	4.41	23	2.45	511	...	13	3.21	5.21
TOTAL GOODS.													
1897	7,817	4.07	1,400	5.20	6	9.11	177	6.5	1,417	5.81	...	...	...
1898	8,325	4.02	1,511	7.11	605	9.22	120	6.11	1,150	6.21	...	...	...
1899	9,041	4.04	1,500	7.75	747	9.02	140	6.72	1,502	5.34	...	...	...
1900	10,000	4.00	1,612	7.11	901	8.00	200	6.11	1,000	4.55	...	...	...
1901	10,410	4.03	1,600	6.20	908	8.00	175	7.00	1,150	5.40	26	8.18	...
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.													
1897	20.04	...	20.04	...	10.00	...	10.00	...	10.00	...	...	...	...
1898	20.74	...	20.74	...	10.00	...	10.00	...	10.00	...	...	...	...
1899	20.74	...	20.74	...	10.00	...	10.00	...	10.00	...	...	...	...
1900	20.12	...	20.12	...	10.00	...	10.00	...	10.00	...	...	...	...
1901	20.30	...	20.30	...	10.00	...	10.00	...	10.00	...	...	...	...
AVERAGE COST OF CARRYING PER TON PER MILE.													
	Pcs.		Pcs.		Pcs.		Pcs.		Pcs.		Pcs.		Pcs.
1897	1.1	...	3.56	...	4.17	...	4.45	...	2.00	...	...	...	...
1898	1.5	...	3.11	...	4.20	...	5.52	...	2.11	...	...	...	...
1899	1.04	...	3.47	...	3.06	...	4.02	...	2.00	...	...	...	...
1900	1.71	...	3.10	...	3.70	...	4.02	...	2.20	...	...	...	...
1901	1.05	...	3.40	...	4.18	...	4.76	...	3.33	...	...	...	6.37
AVERAGE PROFIT PER TON PER MILE.													
	Pcs.		Pcs.		Pcs.		Pcs.		Pcs.		Pcs.		Pcs.
1897	3.39	...	4.33	...	5.11	...	1.74	...	2.81	...	...	...	...
1898	3.06	...	4.77	...	4.00	...	0.73	...	3.07	...	...	...	...
1899	3.03	...	3.70	...	4.00	...	1.49	...	2.77	...	...	...	...
1900	2.87	...	4.04	...	5.04	...	1.06	...	2.38	...	...	...	...
1901	2.74	...	4.48	...	4.30	...	2.31	...	2.14	...	...	...	1.81

NOTE.—The blanks shown in "tons" columns

* Excluding Cooch Behar State railway.

† Including live-stock and

‡ Information as

§ Including the Gwalior Light railway

|| Transferred partly to the Bengal-Nagpur railway

** Excluding the Nowshera-Durga

DIX 16.

4 (by systems), average rate charged per ton in pies, and average distance carried.

25, 31, 32, 33 and 34 of Report.)

to the code letters used to express railway systems.

3' 6"												Gauge.
		5		6		7		8				Class No.
EAST COAST.		CALCUTTA PORT COMMISSIONERS.		ODISH AND RUMILKHAND		N W SYSTEM		G. I P SYSTEM				Calendar year.
						NORTH WESTERN (a) to (f)		GREAT INDIAN PENINSULA (a) to (r)		INDIAN MIDLAND (d) to (h)		
Tons.	Per ton per mile	Tons	Per ton per mile	Tons	Per ton per mile	Tons	Per ton per mile	Tons	Per ton per mile	Tons	Per ton per mile	
GENERAL MERCHANDISE.												
307 455 507 702 1	4'04 3'05 3'07 4'21 1	740 609 813 813 727	}	902 1,018 1,171 1,130 1,287	4'14 6'15 5'95 6'20 5'77	2,234 2,240 2,470 4,520 3,431	6'57 5'8 5'50 5'8 5'38	1,551 2,046 2,270 2,122 2,517	9'39 8'05 7'70 7'50 7'74	457 480 573 872 781	7'38 6'00 6'05 6'61 6'33	1897 1898 1899 1900 1901
MILITARY STORES												
...	3075 2004 1800 11	...	}	5 4 3 4 3	14'05 12'50 16'57 15'11 17'40	68 64 22 20 15	15'47 13'12 15'00 15'05 15'05	9 8 9 7 8	17'28 20'50 10'07 21'04 10'04	4 4 2 1 1	12'50 8'15 11'00 16'22 16'12	1897 1898 1899 1900 1901
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS												
11 6 110 1	4'13 4'13 3'10 1'02	14 10 21 22 23	}	18 24 30 22 24	3'01 4'00 3'52 3'55 3'71	41 41 11 20 31	4'10 4'04 3'50 3'50 3'00	105 220 174 128 140	2'00 1'12 3'45 1'00 3'55	1 1 11 6 13	3'71 3'52 3'03 3'05 2'92	1897 1898 1899 1900 1901
REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.												
117 170 22 200 1	2'11 4'11 4'15 2'45 1	...	}	607 700 771 625 774	2'6 2'75 2'60 2'11 2'01	1,007 1,000 1,000 1,000 1,005	2'04 2'00 2'00 2'00 2'00	510 542 551 520 513	2'14 2'10 2'04 2'00 2'00	157 212 413 132 512	2'40 2'00 2'00 2'00 2'00	1897 1898 1899 1900 1901
TOTAL GOODS†												
307 455 507 702 1	4'04 3'05 3'07 4'21 1	740 609 813 813 727	}	1,582 1,581 1,115 1,401 1,400	5'07 5'71 5'40 5'02 5'20	4,751 4,011 5,070 5'01 5,004	6'15 5'10 5'11 5'44 5'02	2,281 2,046 2,007 2,012 2,513	7'72 7'07 6'11 6'70 7'22	620 770 1,001 1,210 1,300	6'54 6'07 6'00 6'25 5'72	1897 1898 1899 1900 1901
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.												
4093 10115 10005 13475 1	}	}	}	9111 10111 10003 10005 12000	12757 10515 17174 13710 10007	22118 20100 20041 21015 20750	18548 17222 19773 21425 17007	1897 1898 1899 1900 1901				
AVERAGE COST OF CARRYING PER TON PER MILE												
Pies. 1'10 4'00 1'14 2'10 1	}	}	}	Pies. 3'10 3'10 2'10 2'07 2'52	Pies. 3'8 2'58 2'58 3'30 2'14	Pies. 4'44 3'57 3'42 3'22 3'05	Pies. 3'81 3'06 3'02 2'79 3'05	1897 1898 1899 1900 1901				
* AVERAGE PROFIT PER TON PER MILE.												
Pies. 0'05 0'08 0'30 1'14 1	}	}	}	Pies. 1'00 2'03 2'54 2'05 2'79	Pies. 2'02 2'40 2'27 2'12 2'37	Pies. 3'25 3'48 3'50 3'54 3'88	Pies. 2'75 2'51 2'70 3'40 3'88	1897 1898 1899 1900 1901				

are due to less than 1,000 tons being carried during the year.

other miscellaneous goods traffic

not available.

in the case of tonnage only, which is shown under "general merchandise" "total goods", as details are not furnished, and partly to the Madras railway from the 1st January 1901, railway.

Appendix 16.

Goods traffic.

APPEN

Goods of the different classes in thousands of tons carried by each railway

(Referred to in paragraphs

Note—A reference to Appendix 3 will furnish the key

Gauge.		5' 6"													
Class No.		B. R. & C. I. SYSTEM				N. G. S. SYSTEM				MADRAS SYSTEM				BENGAL-DOOARS.	
Calendar year		POUNJAY, BAHODA AND CENTRAL INDIA (a) to (e) & (i) & (j)		RAJPUTANA-MALWA (f) to (h)		GUJARAT AND SINDH (a) and (h)		HIDDERABAD-CHANDVARI VALLEY		MADRAS (a) to (i)		NILGIRI (d)			
		Tons	Per ton per mile.	Tons.	Per ton	Tons	Per ton per mile	Per ton per mile	Tons	Per ton per mile	Tons	Per ton per mile	Tons.	Per ton per mile	
GENERAL MERCHANDISE															
1897		1,217	9.31	1,617	7.46	2,011				5.8					59.14
1898		1,545	7.71	1,774	6.97	2,011	9.11			7.0					61.63
1899		1,780	6.00	2,187	7.17	2,011	8.11	11.68		8.2			108.52		57.67
1900		1,882	8.11	2,495	6.90	351				8.6			70.11	47	51.91
1901		1,509	7.57	2,011	6.42	307		13.1		1,544	6.81		80.13	61	24.52
MILITARY STORES															
1897			12.27	7	18.30		21.49				31.71				
1898			20.04	6	15.03										
1899			17.10	7	1								127.46		
1900			10.81	6	1	1	24.01						11.71		18.41
1901			15.41	3	1		24.54		24.01				129.15		
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS															
1897		46	3.37	20	5.55	3.7	3.19			128	5.00				34.41
1898		49	3.11	21	4.74	3.13	3.44			171	4.71			1	28.25
1899		68	2.61	15	4.41	1.6	3.14		5.71	181	4.01			2	29.79
1900		96	2.76	17	4.82	4.15	1.12		4.01	200	4.01			6	27.67
1901		70	2.87	15	4.50	3.2	3.97		4.01	548	4.10			4	19.31
REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION															
1897	.	401	2.47	141	2.73	219	3.12			211	4.10			5	49.67
1898	.	372	2.01	251	2.71	104	3.16			214	4.17			77	2.41
1899	.	475	3.01	321	2.11	251	3.01	3	3.12	270	4.05	1		11	8.60
1900	.	484	2.56	301	2.74	241	3.20	100	4.05	211	4.14			8	4.44
1901	.	374	2.40	341	2.80	240	3.13	202	4.01	341	2.72			5	4.19
LAL GOODS															
1897		1,780	8.22	1,702	7.75	773	1.21			1,250	8.16			35	5.39
1898		2,011	7.71	2,491	6.4	717	1.14			1,174	6.35			103	30.85
1899		2,250	7.76	2,611	6.61	671	2.42		10.47	6.17			91.40	31	45.60
1900		2,431	7.31	2,011	6.49	1,012	5.17		8.01	1,501	6.41		71.81	61	39.14
1901		1,773	7.18	2,011	6.21	920	5.9	52	9.17	2,41	6.17		64.51	78	23.22
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.															
1897		13.14		17.19											21.29
1898		12.11		17.74											21.55
1899		14.10		21.21				8.13					17.89		21.40
1900		14.16		24.08				47.01		24.01			16.17		10.18
1901		14.68		61.70				41.56		21.62			16.01		35.88
AVERAGE COST OF CARRYING PER TON PER MILE.															
		Per		Per		Per		Per		Per				Per	
1897		4.25		3.17		2.52				4.34					
1898		3.21		3.01		2.10				4.31					
1899		3.19		2.18		2.11				4.52			8.168		
1900				3.03		2.32		5.01		4.05			37.72		
1901						2.01		4.50		3.11			35.21		
AVERAGE PROFIT PER TON PER MILE.															
		Per		Per		Per		Per		Per		Per		Per	
1897		3.02		3.10		2.71				4.01					
1898		4.31		3.06		2.66				4.01					
1899		4.28		3.66		3.31		6.70		3.79			11.82		
1900		3.54		3.41		3.25		3.70		3.70			33.14		
1901		4.24		3.13		3.69		5.01		2.01			47.56		

NOTE.—The blanks shown in "tons" column

* Including live-stock and

† Including the Godhra-Rutlan-Nagda; but excluding

‡ Excluding the Godhra-Rutlan-

§ Information is

|| Excluding the Lado and Tikak-

¶ The decrease is due to ballast train tonnage being credited

DIX 16—concluded.

Appendix 16.
Goods traffic.

systems), average rate charged per ton in pies, and average distance carried.

27, 31, 32, 33 and 34 of Report.

to the code letters used to express railway systems.

2' 6"								2' 0"								GAUGE.	
26		27		28		29		30		31		32		33		Class No.	
BARR.		LAKSHMI-SHWAR-MAGRA.		RANAGHAT-KRISHNAGAR.		TEMPUR-LAKSHMI-PUR.		DARJILING-HIMALAYAN.		HOWRAH-AMTA.		HOWRAH-SILIGUR.		JORDHAT.		Calendar year	
Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.		
GENERAL MERCHANDISE.																	
34	21'10	..	..	..	..	..	..	25	71'05	..	..	..	..	22	..	1897	
45	21'01	..	..	..	..	..	..	25	65'81	..	..	..	..	17	..	1898	
26	20'08	..	..	..	..	..	..	26	65'01	..	..	..	..	21	..	1899	
41	20'22	..	..	..	..	..	..	22	62'25	..	..	..	..	15	..	1900	
54	21'09	..	20'84	..	..	..	..	21	64'45	..	..	..	..	12	..	1901	
MILITARY STORES.																	
..	47'00	..	..	..	..	..	..	..	120'65	..	..	..	..	..	..	1897	
..	24'80	..	..	..	..	..	..	..	88'06	..	..	..	..	..	..	1898	
..	35'21	..	..	..	..	..	..	..	139'37	..	..	..	..	..	..	1899	
..	31'01	..	..	..	..	..	..	..	120'76	..	..	..	..	..	..	1900	
..	21'32	..	..	..	..	..	..	..	1'25	..	..	..	..	..	..	1901	
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.																	
..	21'17	..	..	..	..	..	..	1	25'11	..	..	..	..	..	..	1897	
..	..	..	..	..	..	..	..	2	25'30	..	..	..	..	..	..	1898	
..	..	..	..	..	..	..	..	3	4'45	..	..	..	..	..	..	1899	
..	11'01	..	..	..	..	..	..	4	7'00	..	..	..	..	..	..	1900	
..	..	..	..	..	..	..	..	1	7'25	..	..	..	..	..	..	1901	
REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.																	
1	2'13	..	..	..	..	..	..	4	27'54	..	..	..	..	..	..	1897	
..	6'55	..	..	..	..	..	..	4	30'32	..	..	..	..	..	..	1898	
..	4'5	..	..	..	..	..	..	5	21'40	..	..	..	..	..	..	1899	
..	4'11	1	6'01	..	..	..	..	5	3'11	..	..	..	..	..	..	1900	
..	..	..	..	..	..	..	..	1	2'01	..	..	..	..	..	..	1901	
TOTAL GOODS.																	
34	20'12	..	..	..	..	..	..	22	65'11	..	..	..	..	22	..	1897	
45	20'14	..	..	..	..	..	..	21	64'4	..	..	..	..	17	..	1898	
5	20'15	..	..	..	..	..	..	22	65'07	..	..	..	..	21	..	1899	
41	20'22	..	..	..	..	..	..	21	65'13	..	..	..	..	15	..	1900	
54	21'09	..	20'84	..	..	..	..	21	65'11	14	..	4	..	12	..	1901	
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.																	
22'14	..	..	..	..	..	..	..	40'12	..	..	..	..	..	..	..	1897	
22'01	..	..	..	..	..	..	..	41'43	..	..	..	..	..	..	..	1898	
22'27	..	..	..	..	..	..	..	40'28	..	..	..	..	..	..	..	1899	
21'07	..	..	..	..	..	..	..	41'71	..	..	..	..	..	..	..	1900	
22'00	42'22	..	..	..	..	..	..	41'65	..	..	..	..	..	..	..	1901	
AVERAGE COST OF CARRYING PER TON PER MILE.																	
†	..	..	..	..	..	..	..	†	..	..	..	..	..	..	..	1897	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1898	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1899	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1900	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1901	
AVERAGE PROFIT PER TON PER MILE.																	
†	Pies.	Pies.	Pies.	†	Pies.	Pies.	Pies.	†	Pies.	Pies.	Pies.	†	Pies.	Pies.	Pies.	1897	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1898	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1899	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1900	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1901	

are due to less than 1,000 tons being carried during the year.

and other miscellaneous goods traffic.

not available.

details are not furnished.

Appendix 17. Goods earnings.

APPEN

Gross earnings in thousands of rupees

(Referred to in para

N. B.—A reference to Appendix 2 will furnish the

GAUGE.		5' 6"																	
Class No		1	2			3	4	5		6	7			8			9		
			E. H. & S. system								N. W. system.			G. I. P. system.			B. N. and C. I. system.		
Calendar Year.	E. I.	5' 6" gauge	Other gauges	Total	B. C.	B. N. (A) & (J)	†	‡	§	¶	Commercial tonnage.	Military tonnage.	Total.	Com. (A) to (C).	M. (D) to (H).	Total.	B. N. & C. I. (A) to (J).	R. M. (K) to (L).	Total.
GENERAL MERCHANDISE.																			
1897	2,84,19	53,11	30,32	1,30,43	1,45	36,01	1,21	2,50	1,01	1,48,14	12,41	1,70,55	1,52,05	15,82	1,77,87	87,51	1,24,30	2,11,81	
1898	2,62,97	40,31	31,21	80,52	2,11	30,12	1,00	1,63	14,57	2,15,90	13,70	2,29,60	2,52,57	39,54	2,00,41	1,04,75	1,51,45	2,60,20	
1899	2,87,57	40,31	35,21	85,72	3,02	52,25	14,37	1,00	1,00	2,01,68	12,00	2,14,68	2,51,05	47,30	3,01,41	1,15,40	1,64,01	2,10,41	
1900	3,16,43	55,05	30,00	94,74	4,25	71,19	2,50	4,31	1,00	1,50,43	14,17	1,77,60	2,32,05	77,74	1,10,17	1,10,32	2,15,20	3,14,32	
1901	2,85,01	51,85	14,07	89,12	4,16	50,00	†	3,05	1,00	1,52	1,00	2,65,14	2,01,14	62,88	3,17,50	97,81	1,02,34	2,90,15	
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.																			
1897	1,06,96	1,13	35	1,48	19	3,00	11	5	51	70	55	1,31	6,51	5	6,80	2,33	71	3,04	
1898	1,27,02	1,78	40	2,18	18	4,71	17	6	71	1,13	45	1,61	7,05	15	6,80	2,36	67	3,03	
1899	1,25,10	1,35	43	1,78	20	1,20	1,12	6	1,00	1,00	31	91	3,23	55	3,78	2,00	72	7,62	
1900	1,57,12	2,04	61	2,79	25	1,71	4,11	7	1,11	41	20	64	4,30	25	4,51	4,21	76	4,97	
1901	1,40,45	2,31	40	2,73	31	1,70	†	8	1,21	42	30	1,23	3,57	61	4,18	2,82	63	3,45	
MILITARY STORES.																			
1897	4,30	1	1	2		0	..		56	11,22	2,00	13,70	1,54	41	1,95	25	1,20	1,74	
1898	4,53	1		1		6	..			10,75	52	11,30	1,05	26	1,31	14	1,14	1,28	
1899	3,90	1		1		5	3	..	26	4,00	11	4,45	2,01	41	2,44	22	90	1,12	
1900	4,31	1		1		10	11		57	3,00	61	4,60	1,03	11	1,11	20	71	91	
1901	3,13	1		1	2	4	†		15	5,10	1,00	6,19	1,00	14	2,01	16	40	65	
LIVE STOCK.																			
1897	1,27	1	6	7		4	..		20	1,07	1,01	8,58	2,03	18	2,21	2,74	56	3,30	
1898	1,74		2	4		1	1		11	2,01	18	2,26	1,80	17	2,01	3,20	77	4,06	
1899	1,08	2	2	4		4	1	..	11	1,59	19	1,71	2,47	10	2,57	4,15	1,40	5,55	
1900	2,21	2	2	4	..	0	2		17	1,00	21	1,30	3,65	57	4,25	3,70	40	4,10	
1901	1,92	2	..	8	..	23	†		18	1,13	31	1,44	3,70	15	3,85	3,10	2,52	5,62	
REVENUE STORES, INCLUDING COAL, AND MATERIAL FOR CONSTRUCTION.																			
1897	14,56	2,35	87	3,22	18	2,15	1,11		3,10	12,27	2,44	14,71	10,15	1,00	11,75	4,52	3,17	7,69	
1898	17,09	2,51	1,31	3,80	21	3,40	1,70		1,17	14,21	2,65	16,86	9,40	2,48	11,72	3,78	4,33	8,11	
1899	17,56	2,79	1,77	4,50	6	5,26	2,91		4,27	13,56	3,00	16,56	9,60	3,17	12,86	5,40	6,11	11,51	
1900	18,15	2,32	2,50	4,82	14	4,70	2,90		4,10	12,15	2,30	14,45	9,18	4,11	13,30	4,50	6,91	11,41	
1901	19,28	2,28	2,33	4,61	3		†		4,01	14,21	2,73	17,04	7,16	4,05	12,11	4,32	6,64	10,96	

Note.—For totals see

* Excluding Parlakimedi Light

† Transferred partly to the Bengal-Nagpur railway

‡ Decrease, due to ballast train earnings credited to railway material

§ Excluding the traffic on the Jamnagar railway from the 8th April to

Appendix 18.
Principal Commodities—Summary.

APPEN

of

Principal commodities carried by Indian railways treated as one

(Referred to in para

(Details for each railway system

Porter No.	DESCRIPTION OF COMMODITY	QUANTITIES		PACKAGES		QUANTITIES		PACKAGES	
		1940	1941	1940	1941	Increase	Decrease	Increase	Decrease
		Tons	Tons	Rs	Pcs	Tons	Tons	Rs	Rcs
I	MATERIALS INCLUDING DEPARTMENTAL MATERIALS, SUPPLIES, FUEL, OILS, ACCESSORIES, ETC. AND OTHERS	1,282	1,214	1,02,000	1,52,000	1.9		5,240	
II	COAL AND COKE CALLED FOR THE TROPIC AND TROPICAL RAILWAYS	7,273.26	8,000,000	1,000,000	2,14,541.1	1,27,007		23,61,19	
III	COTTON—								
1	Raw	1,22,000	1,22,000	62,000,000	1,20,000,000	1.6		1,20,000	
2	Manufactured—								
(a)	Wool and yarn, European	52,700	42,21	7,700,000	7,700,000		10,500	1,200	
(b)	Wool and yarn, Indian	10,000	1,000	1,000,000	1,000,000			3,200	
(c)	Pre-processed, European	1,00,000	20,000	2,000,000	1,000,000			7,000,000	
(d)	Pre-processed, Indian	10,000	1,000	1,000,000	2,000,000	2,000		1,000	
(e)	Others	3,000	5,000	7,000	1,000,000	1,000		4,000	
IV	CHEMICALS, INCLUDING SULPHUR	1,000	1,000	1,000,000	1,000,000	3,000		5,000,000	
V	DEGREASE—								
1	Intoxicating, other than opium	1,000	3,000	1,000,000	4,000,000	1,000		2,000	
2	Non-intoxicating—								
(a)	Medical preparation	1,000	1,000	1,000,000	1,000,000		1,000	1,000	
(b)	Others	2,000	4,000	1,000,000	5,000,000	1,000		2,000	
VI	DRUGS AND LIXES—								
1	Alumina (Alumina)	1,000	1,000	1,000,000	1,000,000	1,000			
2	Alumina (Alumina)	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
3	Alumina (Alumina)	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
4	Alumina (Alumina)	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
5	Mixed Alumina	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
6	Alumina (Alumina)	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
7	Alumina (Alumina)	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
8	Alumina (Alumina)	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
VII	IRON—								
1	Cast iron	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
2	Steel, raw and refined	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
VIII	IRON—								
1	Cast iron	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
2	Steel, raw and refined	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
IX	IRON—								
1	Cast iron	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
2	Steel, raw and refined	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
3	Iron in the block	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
4	Iron in the block	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
5	Wheat	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
6	Wheat flour	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
7	Others	1,000	1,000	1,000,000	1,000,000	1,000		1,000	
	Carried over	1,000	1,000	1,000,000	1,000,000	1,000		1,000	

DIX 18.

mary

Appendix 18.
Principal Commodities—Summary.

system and the earnings therefrom during the Calendar year 1901.

graphs 35 and 36 of Report

are shown in Appendix 19)

Page- No.	Description of commodity—unit	Quantity		Value		Quantity		Value	
		1900	1901	1900	1901	1900	1901	1900	1901
		Tons	Tons	Per 100,000	Per 100,000	Tons	Tons	Per 100,000	Per 100,000
	Brought forward								
I	Iron and steel—								
	(a) Domestic—								
	(1) Domestic—								
	(a) Raw—	30,000	30,000	4,000,000	4,000,000	30,000	30,000	4,000,000	4,000,000
	(b) Steel—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
II	Copper—								
	(a) Domestic—								
	(1) Domestic—								
	(a) Raw—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(b) Steel—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
III	Lead—								
	(a) Domestic—								
	(1) Domestic—								
	(a) Raw—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(b) Steel—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
IV	Aluminum—								
	(a) Domestic—								
	(1) Domestic—								
	(a) Raw—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(b) Steel—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
V	Iron and steel—								
	(a) Domestic—								
	(1) Domestic—								
	(a) Raw—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(b) Steel—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
VI	Copper—								
	(a) Domestic—								
	(1) Domestic—								
	(a) Raw—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(b) Steel—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
VII	Lead—								
	(a) Domestic—								
	(1) Domestic—								
	(a) Raw—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(b) Steel—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
VIII	Aluminum—								
	(a) Domestic—								
	(1) Domestic—								
	(a) Raw—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
	(b) Steel—	10,000	10,000	1,000,000	1,000,000	10,000	10,000	1,000,000	1,000,000
Carried over		22,737,117	22,737,117	12,912,770	12,912,770	1,378,770	1,378,770	10,111,677	10,111,677

Appendix 18. Principal Commodities—Summary.

APPEN

Sum
of

Principal commodities carried by Indian railways treated as one
(Referred to in paragraphs
(Details for each railway system

Program- ive No.	DESCRIPTION OF COMMODITIES— <i>and</i>	QUANTITY.		EARNINGS.		QUANTITY		EARNINGS	
						Increase.	Decrease.	Increase	Decrease
		Tons.	Tons	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward . . .	277,111	1,352,116	2,81,09,005	12,11,81,118		1,378,776		40,11,617
XIX	OIL-SEEDS—								
	1. Castor	127,17		7,10,577	11,01,049	93,790		4,50,261	
	2. Earthnuts	21,501		—	1,28,062	62,305		98,015	
	3. Linseed	4,111	5,127	2,11,551	2,05,110	130,871		12,53,565	
	4. Poppy	94	10,200	7,15,551	7,11,326		1,701	31,775	
	5. Rape and mustard	31,007		1,00,007	1,00,008	402,321		46,43,612	
	6. Til or sesam	33,415		27,15,071	27,11,117			17,113	
	7. Cotton seed	5,111				1,71,425		10,58,077	
	8. Others	10,111		1,11,111	1,11,111	99,111		8,11,111	
XX	ORUM	2,111		1,11,111	4,11,111		4,111		6,11,111
XXI	PAPER AND PAPER-BOARD	41,111		4,31,111	1,11,111				
XXII	PROVISIONS—								
	1. Dried fruits			1,00,000	18,11,111				1,11,111
	2. Ghee			1,11,111	1,11,111				1,11,111
	3. Potatoes					1,111			
	4. Others					1,111			
XXIII	RAILWAY PLANT AND EQUIPMENT CARRIED FOR THE PUBLIC AND INDIAN RAILWAYS—								
	1. Locomotives, engines and trucks and parts thereof								
	2. Carriages and trucks and parts thereof					1,111			
	3. Materials—								
	(a) Steel rails and fish-plates	51,774		2,61,111	1,11,111		1,111	1,11,111	
	(b) Sleepers and keys of steel and cast iron	3,111		1,11,111	7,11,111			8,11,111	
	(c) Sleepers of wood			1,11,111	6,11,111	1,111		4,11,111	
	(d) Others		1,111	1,11,111	1,11,111		1,111	2,11,111	
XIV	SALT		1,11,111						1,11,111
XXV	SALTPETRE AND OTHER SALINE SUB- STANCES—								
	1. Saltpetre		1,111	1,11,111	1,11,111			6,11,111	
	2. Other saline substances			1,11,111	2,11,111			2,11,111	
XXVI	SILK—								
	1. Raw—								
	(a) Foreign	1,111	1,111	1,11,111	2,11,111	281		6,11,111	
	(b) Indian	2,111	3,111	3,11,111	6,11,111	1,111		2,11,111	
	2. Refined—								
	(a) Foreign	171	1,111	6,11,111	1,11,111			5,551	
	(b) Indian	447	3,111		1,11,111		94		4,659
XXVII	SPICES—								
	1. Betel-nuts	85,111	87,111	9,11,111	1,11,111	1,231		1,117	
	2. Cardamoms	2,111			3,11,111		279		7,716
	3. Chillies		6,111	2,11,111	8,60,111	1,211		60,217	
	4. Ginger			2,11,111	1,11,111	183		5,117	
	5. Pepper		6,111	1,11,111	1,11,111		143		1,853
	6. Others	51,111	6,111	4,05,111	7,00,111	16,111		2,11,111	
	Carried over		2,11,111	5,11,111	1,11,111	558,701		14,71,111	

DIX 18—concluded.

Appendix 18.
Principal Commodities—Summary.

mary

system and the earnings therefrom during the Calendar year 1901.
35 and 36 of Report).
are shown in Appendix 19.)

Progressive No.	DESCRIPTION OF COMMODITY— comid.	QUANTITY.		EARNINGS		QUANTITY.		EARNINGS.	
		1900.	1901.	1900.	1901.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward	27,224,140	1,707,310	1,013,50,317	10,13,50,317	..	55,000	41,71,91	..
XXVIII	STONE AND LIME	1,175,400	1,213,217	23,30,405	26,14,515	3,517	..	1,40,517	..
XXIX	SUGAR—								
	1. Refined or crystallized, including sugar candy	201,515	321,114	27,70,24	35,43,145	62,471	..	7,51,024	..
	2. Unrefined—								
	(a) Sugar	170,140	250,211	11,04,746	15,14,145	80,781	..	4,10,707	..
	(b) Gums, resins, rosin, molasses, and other saccharine prod- ucts	31,375	70,903	4,15,500	6,29,999	2,04,292	..	17,53,17	..
XXX	TEA—								
	1. Foreign	1,111	1,201	11,713	2,117	..	250	..	6,039
	2. Indian	142,111	1,1271	13,20,422	11,41,11	10,116	..	2,111	..
XXXI	TOPAC—								
	1. Unmanufactured	174,31	221,11	17,11,71	1,17,90,11	47,11	..	2,31,471	..
	2. Manufactured—								
	(a) Cotton	4,111	1,111	2,11,11	9,11,11	6,11	..	5,513	..
	(b) Other goods	11,402	11,11	1,11,111	1,10,111	..	19,11	1,11	..
XXXII	WOOD—								
	1. Timber, merchantable . .	81,116	80,117	5,80,11	27,11,116	51,116	..	1,11,116	..
	2. Manufactures	5,111	0,11	4,14,11	4,14,11	..	..	0,11,11	..
XXXIII	WOOL—								
	1. Raw	20,214	30,111	3,11,11	5,11,11	..	41	..	3,113
	2. Manufactured—								
	(a) Carpet and rugs	2,110	2,110	4,11,11	11,11	..	1,11	..	2,110
	(b) Processed, European . .	1,117	2,011	3,11,11	4,11,11	2,11	..	1,117	..
	(c) Processed, Indian	0,117	1,117	1,11,11	1,11,11	..	1,110	..	4,113
	(d) Other goods of manufacture	2,110	1,11	4,11,11	0,11,11	1,111	..	2,111	..
XXXIV	ALL OTHER ARTICLES OF MECHANISM—								
	1. Bones								
	2. Linwood								
	3. Indigo seed								
	4. Paint and colours								
	5. Seed, other than oil-seeds .	2,111,810	2,39,511	1,44,711	1,52,51,710	3,11,33	..	5,12,155	..
	6. Manures								
	7. Lucifer matches								
	8. Others								
	GRAND TOTAL	33,148,271	13,11,011	10,16,11,11	11,01,17,11	2,11,11	..	2,11,11	..
XXXV	ANIMALS—								
	1. Horses	8,74	8,415	3,51,251	3,25,159	..	252	..	31,198
	2. Cattle	75,702	50,730	10,16,013	7,01,107	..	..	..	3,14,486
	3. Sheep, etc.						24,975	..	..
	4. Elephants	3,176	3,672	4,97,515	5,01,571	4,6	..	23,046	..

Appendix 19.
Principal Commodities—Details.

APPEN

Principal commodities carried by each railway (by systems)
(Referred to in paragraphs

Pre- sensitive No.	GAUGE.	5' 6"							
	CLASSIFICATION NO.	1		2		3		4	
	Railway.	East Indian.		Eastern Bengal.		Bengal Central		Bengal-Nagpur (a) & (b).	
	Description of commodity.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	APPAREL, INCLUDING DRAPEY, HABERDASHERY, MILLINERY, UNIFORMS, ACCOUTREMENTS, BOOTS AND SHOES	3,345	1,23,034	1,025	11,248	61	489	355	11,358
II	COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS	5,03,751	1,82,25,301	2,92,222	2,79,120	28,629	30,874	805,032	8,69,543
III	COTTON—								
	1. Raw	51,003	6,09,179	3,532	12,410	91	601	17,137	2,11,654
	2. Manufactured—								
	(a) Twist and yarn, European	1,017	55,913	3,280	25,200	443	2,379	2,105	10,021
	(b) Twist and yarn, Indian	18,010	1,80,000	3,111	23,227	25	117	11,770	1,41,340
	(c) Piece-goods, European	58,038	10,00,000	27,745	2,79,200	1,404	8,511	3,010	35,177
	(d) Piece-goods, Indian	10,211	15,225	1,144	0,415	27	129	3,821	67,837
	(e) Others	1,183	34,373	..	..	..	..	..	..
IV	CHEMICALS, EXCEPTING SALT-PETRE.	3,438	68,955	241	3,322	..	17	195	2,303
V	DRUGS—								
	1. Intoxicating other than opium	202	4,080	182	3,091	4	39	63	1,283
	2. Non-intoxicating—								
	(a) Medical preparations	487	16,098	..	..	24	336	..	..
	(b) Others	3,916	52,510	789	12,277	4	40	776	7,059
VI	DYES AND TANS—								
	1. Al (Mordant Citrifolm)	174	1,510	..	..	..	..	..	..
	2. Alizarine and aniline dyes	170	0,120	..	..	..	..	..	..
	3. Cutch	1,117	13,323	212	1,407	12	34	..	..
	4. Indigo	1,004	0,000	101	1,001	..	..	..	..
	5. Metabolams	6,223	5,000	..	..	..	..	..	..
	6. Tanning barks	4,111	12,017	..	..	14	70	23,912	1,04,144
	7. Turmeric	6,412	1,11,013	3,003	21,334	420	1,815	2,003	27,003
	8. Others	4,082	42,013	127	1,015	2	23	2,025	11,103
VII	FODDER—								
	1. Oil-cake	30,779	1,61,050	528	12,718	905	2,053	1,543	6,870
	2. Hay, straw and grass	12,140	4,040	3,024	34,501	4	10	1,445	3,441
VIII	FRUITS AND VEGETABLES, FRESH	8,304	..	5,003	35,017	4,412	14,200	7,464	64,033
IX	GRAIN AND PULSE—								
	1. Gram and pulse	271,231	10,80,337	405,1	1,45,878	1,857	4,810	43,146	2,40,680
	2. Juar and Batta	22,000	1,20,000	..	..	..	..	..	..
	3. Rice in the husk	2,003	2,003	5,000	2,73,134	1,400	2,102	30,172	1,11,001
	4. Rice in the husk	27,000	13,45,000	102,000	1,11,500	2,034	0,700	1,5,117	10,20,043
	5. Wheat	2,800	17,15,000	2,301	10,100	6	21	25,135	1,70,858
	6. Wheat flour	2,000	1,20,000	1,000	1,20,000	2,301	811	1,000	8,100
	7. Others	27,301	4,12,500	1,257	4,411	0	40	13,208	3,804
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a) Dried or tanned	1,005	22,000	9,711	57,308	..	..	..	..
	(b) Raw	22,413	3,20,100	..	..	407	2,320	7,342	76,268
	2. Skins of sheep, &c.—								
	(a) Dried or tanned	602	12,000	900	5,278	81	504	..	..
	(b) Raw	2,000	1,20,000	..	..	..	..	..	..
XI	HORNS	608	8,300	100	463	..	..	594	4,657
XII	HEMP (INDIAN) AND OTHER FIBRES, EXCLUDING JUTE	7,040	1,3,775	2,377	15,191	306	1,228	7,945	44,018
XIII	JUTE—								
	1. Raw	71,134	3,17,280	5,20,82	42,05,654	74,830	2,61,262	..	..
	2. Gunny bags and cloth	50,418	8,10,500	10,914	84,252	380	1,607	8,598	89,027
XIV	LAC	19,147	2,83,177	1,197	7,192	..	..	5,971	37,247
XV	LEATHER—								
	1. Unwrought	1,100	48,500	..	..	..	..	807	2,823
	2. Wrought, excepting boots and shoes	745	20,448	12	95	2	12	..	..
	Carried over	6,735,810	2,99,934,094	1,233,478	60,02,877	119,041	3,43,713	1,194,123	35,18,270

DIX 19.

Appendix 19.
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.
(35 and 36 of Report).

5' 6"										Progressive No.
5		6		7		8		9		
Calcutta Port Commissioners		Oudh and Rohilkhand		North Western		Great Indian Peninsula		Bombay, Baroda and Central India (a) to (c) & (d) & (e)		
Quantity.	Earnings	Quantity.	Earnings	Quantity.	Earnings.	Quantity.	Earnings.	Quantity	Earnings	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	I
26	38	868	10,030	3,171	75,722	1,144	57,635	313	7,323	II
22,752	7,761	33,566	1,23,467	31,675	1,22,420	160,217	4,20,516	69,922	2,82,180	III
726	581	8,988	58,513	65,602	7,02,205	338,443	8,14,035	116,252	11,26,607	IV
83	95	2,817	22,310	2,248	4,330	6,045	1,01,354	170	2,710	V
1,059	1,731	8,104	61,825	6,576	1,01,344	13,924	1,45,100	10,097	1,30,715	VI
17,291	18,510	6,013	63,223	2,475	6,747	20,851	8,08,446	4,228	91,050	VII
2,578	1,844	5,62	50,000	24,340	4,80,200	11,715	2,51,940	25,810	4,51,370	VIII
...	...	434	4,007	686	10,400	555	1,00,117	388	7,553	IX
188	133	750	7,411	1,241	30,281	1,167	30,302	2	76	X
68	77	202	3,414	370	6,007	34,502	4,01,225	28	798	XI
...	...	10	454	368	1,05,000	216	7,147	3	52	XII
798	769	1,790	17,514	10,063	1,40,200	5,205	1,42,901	3,025	51,427	XIII
...	...	30	702	...	...	130	1,010	56	643	XIV
...	...	133	1,640	700	1,2853	1,417	48,500	377	8,000	XV
31	40	307	2,140	23	170	701	15,000	110	751	XVI
8	7	21	4,000	1,400	5,000	307	10,000	65	1,103	XVII
3	5	255	1,000	307	4,100	3,111	2,000,27	41	623	XVIII
...	...	313	2,000	212	1,127	1,000	07,000	107	52	XIX
2,263	1,800	2,307	30,208	4,373	5,1273	8,313	1,20,000	2,772	47,104	XX
207	05	634	6,400	6,001	84,116	2,745	4,01,000	3,703	63,152	XXI
102	78	2,100	7,000	7,121	30,852	10,000	57,000	5,504	37,631	XXII
488	200	6,401	13,814	21,510	1,10,000	18,000	60,000	50,154	1,00,105	XXIII
590	466	11,044	4,00,000	21,400	1,00,500	23,100	1,08,000	20,278	1,17,507	XXIV
32,052	22,221	100,474	4,70,000	1,5,100	10,81,000	244,000	28,000,000	104,185	5,42,315	XXV
15	17	71,000	3,17,000	247,000	1,10,000	22,000	21,000,000	1,000	3,00,000	XXVI
472	417	3,000	1,00,000	2,310	1,00,000	1,000	1,000	7,000	3,000	XXVII
28,172	20,200	42,000	1,00,000	1,00,000	7,000,000	1,30,000	07,000	02,000	7,000,000	XXVIII
4,280	2,832	101,400	0,58,000	60,000	0,72,000	13,000	11,000,000	42,500	2,00,000	XXIX
1,150	1,253	7,555	0,00,000	2,000	1,00,000	1,000	1,00,000	4,000	4,000	XXX
2,040	2,000	83,000	5,00,000	44,000	2,20,000	3,000	3,000,000	22,000	1,20,000	XXXI
...	...	5	10	400	3,700	1,460	2,00,000	81	1,000	XXXII
55	95	5,353	5,00,000	10,200	1,10,407	4,300	7,00,000	1,300	0,428	XXXIII
...	...	...	...	100	2,700	800	1,00,000	4	00	XXXIV
...	...	1,573	0,00,000	9,900	1,10,000	6,000	0,00,000	1,754	23,212	XXXV
3	6	917	4,433	404	4,443	1,113	10,500	192	3,410	XXXVI
1,461	1,009	7,540	27,159	810	6,357	13,735	2,16,000	237	2,810	XXXVII
370,104	1,54,007	66	367	88	960	300	3,000	1,105	0,000	XXXVIII
4,115	3,800	13,900	77,700	45,082	3,31,408	21,270	2,35,105	9,142	5,000	XXXIX
1,972	4,291	478	3,301	750	7,290	576	7,080	115	516	XL
...	...	10	75	1,689	22,665	947	15,057	396	2,107	XLI
20	5	188	2,027	2,288	45,519	802	22,185	1,093	15,564	XLII
496,363	2,46,983	607,302	31,65,647	1,671,813	1,44,86,964	1,561,769	2,02,08,052	1,87,524	48,38,100	XLIII

Appendix 19. Principal Commodities—Details.

APPEN

Principal commodities carried by each railway (by systems)

(Referred to in paragraphs)

Pro- gressive No.	CLASSIFICATION No.	Rate	GUGT.		S' O'					
			Eastern Bengal		Bengal Central		Bengal Nagpur (a)			
			Quantity		Quantity		Quantity		Quantity	
			Farnings		Farnings		Farnings		Farnings	
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward	6,735,810	2,01,34,704	1,233,478	6,402,877	110,041	3,43,717	1,104,123	35,18,270
XVI	Liquors—									
	1. Ale and beer		6,603	66,572	275	2,081		18	815	3,800
	2. Spirits of all kinds, including country spirits		608	10,440	14	154	12	53	348	2,404
	3. Wine		1,172	45,578	897	13,045	20	391	204	3,528
	4. All other sorts, including brandy and fermented liquor other than ale and beer		81							
XVII	Metals—									
	1. Brass, unwrought		015	15,041	211	1,587	6	31		
	2. Brass, wrought		7,403	78,820	2,664	21,782	104	614	1,115	11,000
	3. Copper, unwrought		103	3,001	175	1,000				
	4. Copper, wrought		594	6,410	152	2,115	19		102	2,431
	5. Iron and steel—									
	(a) Cast		10,600	60,028	1,771	7,001	15		647	6,502
	(b) Unwrought		107	13,775						
	(c) Wrought		42,601	3,58,700	15,000	1,00,000			1,721	1,10,720
	(d) Manufactures		1,002	2,15,000	4,000	1,00,000	51		2,732	2,00,780
	6. Zinc and spelter		1,000							
	7. Others		1,510	9,207	2,030				1,147	1,50,508
XVIII	Oils—									
	1. Kerosene		7,500	6,000			10	0,871		1,21,000
	2. Cotton		1,000	1,000	100	1,000	2	8	10	2,000
	3. Coconut		100	1,000	1,000	1,000	12	400	60	7,000
	4. Mustard and rape		100	1,000	1,000	1,000	10	2,000	100	1,000
	5. Other				600		8	31	1,000	1,000
XIX	Oil seeds—									
	1. Castor		10,000	1,00,000						
	2. Pithums		100	1,000			1			
	3. Linseed		2,000	2,000	10,000	2,00,000	1,000	2,000	5,000	4,000
	4. Poppy		200	2,000			10	47		
	5. Rapeseed and mustard		1,000	1,000	2,000	2,000	3,000	5,000	7,000	7,000
	6. Other seeds		1,000	1,000	2,000	2,000	100	2,000	1,000	1,000
	7. Cottonseed		1,000	1,000						
	8. Others		2,000	2,000	125	300	61	102	1,210	6,000
XX	Opium		1,000	1,000	17	200	1	10	30	1,000
XXI	PAPER AND PAPERBOARD		2,000	1,000				1,000	100	10,000
XXII	PROVISIONS—									
	1. Dried fruits		1,000	1,000			10	800	5,000	48,000
	2. Grains		1,000	1,000			40	200	2,000	31,000
	3. Potatoes		4,000	4,000						
	4. Others		20,000	20,000	11,000	11,000	151	740	3,200	
XXIII	RAILWAY TRAIL AND ROLLING STOCK CARRIED FOR THE LOCAL AND LONG RAILWAYS—									
	1. Locomotives, engines and tenders and parts thereof		100	1,000	500	250			164	1,700
	2. Carriages and trucks and parts thereof		1,000	1,000	110				115	1,734
	3. Material		5,000	5,000	1,212	6,085			203	1,245
	(a) Steel rails and fish-plate (b) Sleepers and ties of steel (c) Sleepers of wood		1,000	10,000	3,400	9,497			225	2,030
	(d) Others		1,000	1,000	2,700	12,800			51,087	2,44,032
XXIV	SALT		23,000	11,00,000	72,000	3,61,780	4,300	10,600	66,450	3,83,821
XXV	SALTPETRE AND OTHER SALINE SUBSTANCES—									
	1. Saltpetre		1,000	2,00,000	46	288	5	17		
	2. Other saline substances		1,000	1,00,000	1,771	6,103	60	228		
	Carried over		2,00,000	3,00,00,000	1,528,500	71,05,000	134,300	3,85,417	1,522,708	49,99,046

DIX 19—continued.

Appendix 19.
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.

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5' 6'

Calcutta Port Commissioners		Oudh and Rohilkhand		North Western		Great Indian Peninsula		B. B. P. S. (d) and (e)		Registries No.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.		
4,6363	2,46,083	6,72,212	31,65,017	1,671,813	1,44,80,264	1,561,714	2,02,00,052	68,7,524	4,4,39,100	XVI
47	50	5,717	21,778	7,013	7,9613	6,744	1,18,320	1,420	21,800	
4	7	1,785	16,024	1,811	61,585	3,101	55,704	1,940	1,274	
71	95	825	10,005	1,725	45,408	517	21,815	947	14,390	
				185	3,341	200	1,072	40	301	XVII
1,240	1,470	43	421	301	3,075	1,851	31,350	675	7,214	
40	37	3,708	24,812	1,710	20,367	2,235	30,455	173	19,322	
85	81	24	105	73	1,732	55	982	041	2,105	
		107	1,235	617	8,330	1,055	1,630		0,717	
267	180	2,221	11,095	76	5,187		31,726	402	4,048	
27	24	52	170	301	3,075	7141	1,1,114	400	3,375	
13,570	0,815	10,070	61,833	33,837	5,1110	20,014	4,011	2,000	1,500	
6,407	2,437	2,120	20,178	10,716	1,87,120	4,015	99,120	5,455	7,410	
										33,938
2,083	1,534	1,012	4,541	2,463	40,814	43,507				XVIII
40		1,480	82,210	18,524	3,52,010	50,872	7,05,714	15,012	1,60,707	
20	58	100	401	470	4,000	20	11,211	877	5,440	
514	637	60	424	2,000	20,100	2,500	6,010	730	0,072	
651		757	4,004	3,000	31,055	200	820	25	810	
544	134	634	4,010	3,17	34,238	7,792	8,0021	2,007	25,572	
										XIX
1,114		4,4		225	1,173	41,004	3,07,313	17,811	1,54,327	
34,102	10,412	42,800	1,74,801	10,438	1,55,070	7,0044	10,27,000	0,003	7,551	
608	471	11,755	40,001	713	4,000	17,000	2,57,001	11,000	1,00,002	
10,083	7,005	3,0038	1,04,100	15,0000	21,71410	4,0025	0,10001	8,4344	5,07,805	
800	680	10,355	4,000	20,017	1,71,177	10,1474	10,10,144	20,530	1,10,001	
				10,0022	1,00,013	15,0000	10,10,144			
430	301	6,077	26,005	8,007	0,00,000	11,720	9,00,000	0,171	5,00,001	
6,263	6,048	1,232	20,700	95		400	12,38	1,044	0,3,008	XX
6,305	4,859	3,185	17,020	2,400	38,200	3,008	70,004	1,818	27,251	XXI
										XXII
0	7	2,020	10,008	21,000	4,04,343	35,571	5,00,711	20,074	2,01,280	
609	600	2,118	12,700	7,018	80,800	10,174	2,51,000	0,000	0,00,000	
1,150	1,159	1,249	13,538	10,385	1,04,102	20,012	3,10,011	27,070	1,10,088	XXIII
										XXIV
274						686	4,073	90	415	
3,832						1,382	7,070	1,002	4,472	
16,592	735			616	3,941	7,620	37,317	3,330	10,000	
34						2,771	22,618	520	387	
6,093	9	650	3,004	23,200	1,87,012	15,038	2,21,118	21,180	75,825	
90	47	70,035	2,02,778	110,462	7,48,960	187,743	10,44,376	104,245	4,53,002	XXV
3,758	1,002	550	1,760	3,648	24,028	326	4,770	1,004	0,107	
34	35	201	815	8,207	74,087	2,820	30,400	744	10,803	
615,280	3,09,078	846,499	43,14,030	2,311,937	2,13,85,208	2,496,740	3,09,20,953	1,149,802	75,91,115	

Appendix 19.
Principal Commodities—Details.

APPEN

Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

Pro- gressive No.	GAUGE. CLASSIFICATION No. Railways. Description of commodity—see 1d	5' 6"							
		1		2		3		4	
		Last Indian.		Eastern Bengal.		Bengal Central.		Bengal-Nagpur. (a) & (b)	
		Quantity	Earnings.	Quantity	Earnings	Quantity	Earnings	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward	7,006,707	3,03,04,047	1,528,591	71,05,002	134,372	3,85,417	1,522,708	40,00,046
XXVI	SILK—								
	1. Raw—								
	(a) Foreign	1	16	181	1,827	...	...	354	6,209
	(b) Indian	897	12,711						
	2. Piece-goods—								
	(a) Foreign	3	79						
	(b) Indian	111	4,860						
XXVII	SPICE—								
	1. Betel-nuts	10,885	2,10,600	9,300	70,700	4,640	16,515	2,733	26,118
	2. Cardamoms	430	11,370	207	5,000				
	3. Cloves	7,615	1,37,330	2,511	1,00,000	217	588	3,476	37,076
	4. Ginger	711	7,110	840	14,000				
	5. Pepper	841	20,400	942	5,000				
	6. Others	7,200	1,35,100	1,601	10,738	317	944	2,531	18,097
XXVIII	STONE AND LIME	215,137	8,72,200	23,327	35,027	1,048	2,050	31,195	1,28,500
XXIX	SUGAR—								
	1. Refined or crystalized, including sugar-candy	16,301	1,43,097	8,107	52,073	437	1,714	8,062	56,764
	2. Unrefined—								
	(a) Sugar	65,005	3,79,200	11,200	36,700	3,072	8,755	...	...
	(b) Ghee, rash, jawree, mulas and other machine produce	133,000	6,04,723	10,000	81,800	975	2,868	12,500	1,18,410
XXX	TEA—								
	1. Foreign	1	10	18	7,04,303	...	...	270	2,480
	2. Indian	1,285	23,323			...	4		
XXXI	TORACCO—								
	1. Unmanufactured	32,754	1,21,000	33,400	3,22,804	1,237	5,575	4,352	36,173
	2. Manufactured—								
	(a) Cigar	133	3,800	208	3,000	...	...	400	6,452
	(b) Other sorts	1,523	30,000			...	70		
XXXII	WOOD—								
	1. Timber, unwrought	61,116	2,00,700	10,152	45,300	2,110	6,000	31,000	1,45,775
	2. Manufactures	6,153	70,000	2,304	10,000	204	1,100	1,710	11,012
XXXIII	WOOL—								
	1. Raw	1,812	35,845	1,170	20,800			...	
	2. Manufactured—								
	(a) Carpets and rugs	1,020	17,300			...	...	...	...
	(b) Piece-goods, European	100	1,200			...	...	...	...
	(c) Piece-goods, Indian	754	1,000	70	731	...	...	...	...
	(d) Other sorts of manufactures	901	2,000			...	...	...	...
XXXIV	ALL OTHER SPECIES OF MER- CHANDISE—								
	1. Irons	16,230	93,700					15,014	18,645
	2. Firewood	20,678	51,000						
	3. Indigo seed	8,014	60,700						
	4. Paints and colours	2,000	28,000	90,760	5,61,200	4,863	17,211	...	...
	5. Seeds other than oil-seeds	9,017	30,000					...	...
	6. Manures . . . . .		...					...	...
	7. Lucifer matches . . . . .		...					...	...
	8. Others	410,742	30,13,820					40,652	2,97,984
	TOTAL	8,05,528	4,60,30,015	1,740,610	92,74,856	155,108	4,40,530	1,685,049	59,00,416
XXXV	ANIMALS—								
	1. Horses	1,000	87,600	13	413	...	...	61	4,609
	2. Cattle	2,252	52,570	70	615	...	8	36	509
	3. Sheep, etc	1,780	51,000	562	1,477	...	5	1,907	18,334
	4. Ethiopian s . . . . .		...		...	...	...	...	...

DIX 19—continued.

Appendix 19.
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.
35 and 36 of Report.)

S' 6"

Bokhar Port Commissioners		Oudh and Rohilkhand		North Western.		Great Indian Peninsula.		Bombay, Baroda and Central India (a) (c) & (d) & (f).		Progressive No.
Quantity.	Earnings	Quantity	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
615,280	3,09,078	846,400	43,14,030	2,311,037	2,13,85,208	1,06,740	3,00,20,053	1,140,802	75,01,115	XXVI
66	106			351 123	7,577 3,837	155	2,765 4,572	405 1,531	0,008 28,518	
	16		84	30 05	640 1,444	82 5		63 07	2,005 1,708	XXVII
2,683 253 77 127 183 800	2,513 258 82 110 223 755	2,022 45 1,204 324 115 902	34,301 478 9,437 3,120 1,179 5,374	522 180 4,402 1,405 050 3,207	5,506 2,826 40,308 13,025 10,532 30,058	7,148 50 9,767 400 587 0,122	1,61,260 2,804 1,21,411 11,718 21,888 1,44,73	1,050 22 3,003 (40) 415 8,078	18,582 515 38,758 7,212 6,003 03,861	XXVIII
3,428	1,508	62,264	98,710	358,234	4,42,863	87,870	2,45,355	35,745	87,813	XXIX
33,680	20,790	8,051	40,231	61,071	11,82,007	55,805	10,00,250	35,995	4,26,068	XXX
3,850	3,400	57,623	2,05,361	10,150	8,4055	9,456	1,00,635	514	4,087	
1,632	1,507	103,03	3,80,072	13,765	9,26,735	87,571	12,28,700	31,070	1,79,434	XXXI
52,814	6,470	1,814	12,604	457 2,341	13,704 37,832	97 682	1,070 19,203	24 200	3,538 3,583	XXXII
1,694	1,560	5,960	27,703	15,248	1,47,033	8,906	96,917	25,314	1,57,964	XXXIII
13 60	29 107		720 1,756	154 1,258	7,240 30,241	882 330	33,000 7,071	420 837	3,283 5,020	XXXIV
3,772 493	3,210 231	8,131 4,382	1,45,425 21,982	78,170 0,837	2,00,001 02,111	34,324 2,407	3,04,416	17,140 3,410	1,01,305 20,870	XXXV
1,769	2,016	310	1,378	12,464	3,40,071	915	17,490	2,165	47,298	XXXVI
2 21	11 24	1 275	4 3,200		4,357 10,112 32,454 13,482	57 230 341 980	2,408 4,208 11,793 15,844	192 137 330 11	5,220 3,019 7,244 131	XXXVII
559	327	145,011	7,41,005							XXXVIII
26,757	18,515			1,141 350,880	59,770 17,45,041	123,176	15,51,164	208,506	10,23,701	XXXIX
750,055	3,72,747	1,32,3,806	61,17,809	3,49,337	2,73,4,800	3,088,027	1,63,71,348	579,509	1,00,78,770	XXXX
		680 353 7	13,630 4,058 310	3,351 1,872 141	1,05,686 33,451 5,080	521 16,753 12,281	31,870 1,47,960 2,05,388	137 11,023 7,439	4,124 1,56,708 1,49,041	XXXXI

Appendix 19.
Principal Commodities—Details.

APPEN

Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

Pro- gressive No.	GAUGE. CLASSIFICATION NO. Railways. Description of commodity.	5' 6"						3' 3½"	
		9		10		11		12	
		Rajputana-Merwara (1911)		Nizam's Guaranteed State.		Madras.		Bengal Powers.	
		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	APPAREL INCLUDING DIAPERS, HAPERDASHIRY, MILITARY UNIFORMS, ACCOUTREMENTS, BOOTS AND SHOES.	474	14,071	166	4,331	219	3,800	22	126
II	Coal and coke carried for the public and foreign railways . . .	15,200	62,870	375,090	12,40,327	542,240	13,04,531	3,050	8,946
III	COTTON—								
	1. Raw	66,121	9,87,042	12,715	1,20,110	18,750	1,84,860	.	..
	2. Manufactured—								
	(a) Twist and yarn, European	226	2,413	3,100	41,100	5,417	40,235	...	...
	(b) Twist and yarn, Indian	13,663	7,51,007	2,032	44,176	15,405	1,14,120	44	125
	(c) Piece-goods, European	7,925	1,01,037	2,015	40,555	6,550	60,373	417	1,575
	(d) Piece-goods, Indian	25,136	6,75,300	1,026	23,042	6,071	80,003	22	133
	(e) Others	431	10,110	90	1,492	280	2,030	...	...
IV	CHEMICALS, EXCEPTING SALI- PETRE	3	57	80	1,578	74	2,008	1	5
V	DRUGS—								
	1. Intoxicating other than opium	130	1,011	22	441	5	160	.	...
	2. Non-intoxicating—								
	(a) Medical preparations	1,190	91	81	1,385	328	4,410	...	...
	(b) Others	1,190	28,548	838	8,580	2,053	20,430	19	125
VI	DYES AND TANS—								
	1. Al (Mordant) (trifolia)	171	571	...	...	7	46	...	...
	2. Alizarine and aniline dyes	436	5,700	216	1,193	314	4,225	...	...
	3. Gutch	01	1,103	120	1,400	51	400	.	...
	4. Indigo	117	5,257	130	2,070	1,501	18,120	...	...
	5. Myrabolins	302	2,841	381	2,072	2,041	10,610	...	...
	6. Tanning barks	791	7,701	4,181	23,100	26,331	1,62,843	...	...
	7. Turmeric	3,467	4,115	1,105	11,400	11,101	72,144	...	...
	8. Others	301,8	80,100	303	4,005	1,004	10,572	...	...
VII	FODDER—								
	1. Oil-cake	6,071	1,092	2,770	1,000	5,024	21,738	...	...
	2. Hay, straw and grass	3,471	1,000	2,732	0,460	1,725	0,530	121	434
VIII	FRUITS AND VEGETABLES, FRESH	27,033	1,55,030	2,454	2,524	8,539	50,157	7	46
IX	GRAINS AND PULSE—								
	1. Grams and pulse	100,481	23,10,601	20,008	1,01,814	60,202	5,31,474	1,037	3,001
	2. Jawar and bajra	17,105	14,40,000	44,715	2,04,225	70,000	2,81,753	.	...
	3. Rice in the husk	2,857	14,000	802	4,718	105,231	1,00,084	570	1,590
	4. Rice not in the husk	6,113	1,03,800	19,011	2,02,157	175,117	6,58,610	9,077	26,242
	5. Wheat	10,032	21,52,070	13,100	71,503	2,400	11,523	...	...
	6. Wheat flour	8,109	51,003	2,500	15,000	4,720	35,800	111	407
	7. Others	115,000	1,00,350	2,100	9,195	68,270	3,20,607	260	465
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a) Dressed or tanned	40	487	46	710	3,752	37,071	...	...
	(b) Raw	2,602	31,280	722	6,608	5,001	56,768	78	271
	2. Skin of sheep, etc.—								
	(a) Dressed or tanned	150	731	70	1,170	7,145	58,248	...	...
	(b) Raw	2,004	31,028	2,225	20,154	22,405	1,77,004	...	...
XI	HORNS	137	1,217	271	3,145	546	3,555	.	...
XII	HEMP (INDIAN) AND OTHER FIBRES EXCLUDING JUTE	1,171	14,000	307	3,406	2,094	8,476	..	...
XIII	JUTE—								
	1. Raw	3,447	35,000	13	133	70	636	7,536	16,696
	2. Gunny bags and cloth	16,100	1,32,240	4,271	35,880	12,015	78,204	61	140
XIV	LIC	448	4,216	25	345	105	936	...	...
XV	LEATHER—								
	1. Unwrought	400	4,351	1,067	13,471	807	6,420	.	...
	2. Wrought, excepting boots and shoes	801	10,550	158	2,306	519	9,594	...	...
	Carried over	962,084	1,04,65,007	505,379	21,84,200	1,062,835	52,22,556	23,339	60,417

DIX 19—continued.

Appendix 19.
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.
(35 and 36 of Report)

3 31'												Progressive No.
13 (a)		14		15		16		17				
Dibro-Badlyia.		Assam-Bengal.		Deighat.		Pungal and North-Western.		ROHILFAR AND KUMARH SYSTEM R. & K. (a) & (b). Lowman Light (c)				
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	I
...	...	219	2,658	..	..	487	4,033	147	4,205	11	43	II
243,608	4,28,978	13,214	31,320	..	..	47,148	74,776	537	634	...	...	III
215	3,097	888	6,372	...	...	914	8,128	53	308	2	6	IV
...	...	6.2	2,566	36	9	225	1,607	4	18	...	...	V
...	...	85	723	5	2	4,400	34,747	1,701	8,850	6	16	VI
...	...	2,601	17,231	250	65	10,053	14,218	13	92	...	...	VII
...	...	123	1,454	30	9	4,402	30,527	1,030	14,112	80	151	VIII
...	...	35	183	..	..	17	140	55	490	1	5	IX
..	..	204	1,444	.	.	47	341	60	610	1	1	X
...	...	5	10	.	.	160	2,030	75	880	1	3	XI
31	481	76	1,100	.	.	...	...	15	207	...	...	XII
.	...	72	470	.	.	2,200	1,525	1,407	10,132	6	10	XIII
...	1	6	7	60	...	...	XIV
...	...	1	4	...	...	40	370	8	50	...	...	XV
...	...	51	172	...	...	571	7,383	270	1,000	4	12	XVI
...	2,427	18,374	20	108	...	...	XVII
...	...	6	21	...	...	25	117	0	56	...	...	XVIII
...	...	1	1	...	...	402	2,207	605	7,112	...	...	XIX
...	...	40	275	...	...	3,111	2,278	405	2,110	20	83	XX
.	...	41	514	...	...	523	3,003	35	383	...	...	XXI
...	...	200	601	15	4	5,551	12,733	308	275	2	3	XXII
...	...	200	484	.	.	3,850	21,771	028	1,431	2	3	XXIII
...	...	850	5,004	3	5	0,164	20,650	3,748	31,596	64	158	XXIV
...	...	2,038	10,715	750	186	72,762	2,62,472	36,030	78,533	110	175	XXV
...	...	24	205	...	...	2,603	10,732	0,300	10,105	177	244	XXVI
...	...	2,813	0,770	100	23	20,149	84,215	1,217	8,858	100	200	XXVII
19,108	1,39,527	78,087	3,13,105	60	17	175,786	6,05,000	11,017	24,582	40	75	XXVIII
...	...	313	2,711	...	...	20,357	1,20,000	24,100	60,184	1,527	2,007	XXIX
...	...	1,400	8,470	15	4	1,147	8,140	700	7,130	7	10	XXX
...	...	48	207	...	..	130,980	5,43,000	24,517	61,701	677	940	XXXI
...	...	8	108	...	...	5	57	...	...	...	...	XXXII
...	...	418	3,000	...	...	5,530	20,800	022	2,605	46	127	XXXIII
...	1	...	..	12	70	...	...	...	...	XXXIV
...	...	40	424	.	.	2,402	12,407	280	1,118	4	15	XXXV
...	...	7	60	..	..	72	477	01	374	1	2	XXXVI
..	..	82	267	...	..	103	448	3,238	11,571	236	374	XXXVII
...	...	24,178	50,064	...	...	1,034	5,175	2,793	9,612	40	83	XXXVIII
...	...	080	3,329	12	4	14,200	78,102					XXXIX
...	...	727	2,292	15	5	1,913	7,440	73	362	1	1	XL
...	12	...	..	1	4	11	89	...	1	XLI
...	...	4	67	.	...	43	379	9	71	1	1	XLII
262,962	5,71,485	131,095	4,85,403	1,291	338	569,041	23,02,991	126,174	3,61,325	3,212	4,851	XLIII

Appendix 19.
Principal Commodities—Details.

APPEN

Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

Progressive No.	GAUGE.	S' G ² —S included.						S J ²	
	CLASSIFICATION NO.	9		10		11		12	
	Railways.	Rajputana-Malwa (J) to (J) (J J ²)		N. G. S. system		Madras.		Bengal Doon.	
	Description of commodity—(contd)	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward	962,084	1,14,65,667	505,370	74,84,270	1,262,835	52,22,550	23,730	60,417
XVI	LIQUORS—								
	1. Ale and beer	3,300	23,425	1,200	9,370	3,604	23,444	...	...
	2. Spirits of all kinds, including country spirits	305	8,101	208	4,010	3,044	31,301	...	...
	3. Wine	570	9,120	58	928	152	2,815	2	13
	4. All other sorts, including toddy and fermented liquor other than ale and beer.	13	359	1,100	5,134	1,905	6,777	...	...
XVII	METALS—								
	1. Brass, unwrought	877	14,041	237	1,000	1,000	8,571	...	...
	2. Brass, wrought	3,021	43,401	247	2,715	707	7,319	5	17
	3. Copper, unwrought	220	3,702	45	302	141	1,234	...	...
	4. Copper, wrought	680	12,107	101	1,217	83	645	...	...
	5. Iron and steel—								
	(a) Cast	208	3,514	108	2,206	1,700	21,812	118	759
	(b) Unwrought	500	5,100	2,200	17,284	3,027	16,300	...	...
	(c) Wrought	17,573	2,04,220	3,740	35,200	10,207	1,14,400	615	2,118
	(d) Manufactures	2,750	20,035	1,020	18,107	7,050	43,024	703	5,499
	6. Zinc and spelter . . . . .	...	...	...	...	...	...	...	...
	7. Others	5,408	72,226	805	9,984	4,020	27,153	832	4,517
XVIII	OILS—								
	1. Kerosene	9,160	86,277	6,401	48,348	28,855	1,75,042	636	2,591
	2. Castor	994	7,437	21	2,324	1,000	6,000	...	...
	3. Coconut	447	9,078	271	3,052	2,055	20,577	...	...
	4. Mustard and rape	000	8,565	...	3	150	928	56	291
	5. Others	2 13	17,812	2,087	27,300	5,777	35,500	19	122
XIX	OIL SEEDS—								
	1. Castor	23,474	33,678	4,404	2,63,530	23,443	84,103	...	...
	2. Earthnuts	404	6,512	172	1,401	3,140	15,021	...	...
	3. Linseed	0,011	60,773	9,741	5,1,81	28	753	...	...
	4. Poppy	17,305	1,1,2	105	804	114	805	...	...
	5. Rape and mustard	113,030	10,1,002	122	607	584	3,414	304	553
	6. Jil or jupli	22,870	1,1,050	17,053	1,00,080	26,318	1,2,042	3	21
	7. Cotton seed . . . . .	...	...	...	...	...	...	...	...
	8. Others	8,728	48,012	11,037	54,031	34,400	1,57,835	...	...
XX	OPIMUM	3,300	50,575	17	1,012	38	1,221	...	...
XXI	PAPER AND PASTE-BOARD	1,548	25,714	601	8,1,7	680	8,551	3	6
XXII	PROVISIONS—								
	1. Dried fruits	12,030	1,15,907	13,170	1,13,17	16,332	50,380	7	24
	2. Ghee	9,720	1,4,416	1,4,5	22,1,0	4,204	41,025	...	...
	3. Potatoes . . . . .	...	...	2,1,2	21,370	...	...	234	1,128
	4. Others	7,430	50,858	...	...	70,035	5,31,205	...	...
XXIII	RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS—								
	1. Locomotives, engines and tenders and parts thereof	71	301	...	...	268	1,491	14	13
	2. Carriages and trucks and tenders and parts thereof	1	2	...	...	1	51	...	...
	3. Materials—								
	(a) Steel rails and fish plates	2,720	15,130	1,561	9,620	1,755	14,640	865	653
	(b) Sleepers and keys of steel and cast iron	2,201	14,375	368	2,074	1,168	4,056	...	...
	(c) Sleepers of wood . . . . .	...	...	312	2,861	386	2,238	817	776
	(d) Others	15,575	35,768	...	...	...	...	...	...
XXIV	SALT	209,940	2,87,078	35,054	2,05,715	70,901	4,03,819	2,648	5,652
XXV	SALTPETRE AND OTHER SALINE SUBSTANCES—								
	1. Saltpetre	544	35,916	216	1,660	221	1,300	...	...
	2. Other saline substances	1,009	11,600	1,052	6,010	8	36	48	140
	Carried over	1,11,114	1,53,74,220	730,471	35,48,044	1,615,095	72,60,832	31,358	85,307

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Appendix 19.
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.

35 and 36 of Report.)

3 11"												Representative No.
14 (a)		14				16		17				
Dibroo-Sadiva.		Assam-Bengal.		Doo-hur		Bengal and North-Western.		Rohituck and Kinnah Station				
Quantity	Earnings.	Quantity	Earnings.	Quantity	Earnings.	Quantity	Earnings.	R & K. (a) & (b)		Pouyan Light (c).		
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
262,062	5,71,985	131,005	4,85,403	1,291	3,58	5,09,041	23,02,091	126,174	3,61,225	3,212	4,851	
179	1,637	07	751	...	...	73	403	801	4,005	...	...	XVI
		20	1,111	...	...	3	17	18	554	...	1	6
		84	1,119	...	...	183	1,436	136	1,730	22	92	92
3,584	31,703	12	129	4	6	203	1,603	99	397	12	17	XVII
		174	1,121	...	...	1,518	9,811	387	2,187	83	124	124
		1	11	...	...	45	113	14	79	...	...	...
		17	2-5	...	...	102	1,346	31	190	...	...	...
		64	561	...	...	773	3,002	297	1,701	4	8	8
		5	50	100	28	61	301	273	1,228	3	6	6
		1725	10,830	15	5	7,155	31,805	1,04	11,126	50	87	87
		1,020	0,811	...	...	3,832	17,712	216	1,265	12	20	20
3,454	6,797	527	4,754	...	...	2,186	14,080	161	921	25	33	XVIII
		3,376	14,101	100	29	15,507	70,358	1,942	6,102	33	53	53
		16	1,6	...	...	243	1,206	21	116	1	4	4
		36	2,2	...	...	189	1,048	9	72	...	...	...
...	...	463	2,463	...	...	262	1,744	119	740	...	1	1
		98	785	40	13	427	3,430	20	435	...	...	...
		14	45	10	3	5,312	14,144	3,637	9,727	13	23	23
		4	14	...	...	...	...	...	...	...	...	...
...	...	238	518	...	...	103,560	3,60,240	9,534	21,004	291	291	291
		1	2	...	...	1,555	17,317	2,000	1,176	...	...	...
		404	2,10	...	...	16515	80,117	6,062	30,575	362	521	521
		979	3,223	...	...	615	2,517	1,530	3,868	150	234	234
...	...	37	171	...	...	16,143	80,000	227	616	23	22	22
		3	56	...	...	2,894	5,421	109	2,156	...	...	XX
		82	474	...	...	401	2,576	53	368	...	1	1
		87	484	...	...	911	10,895	210	2,145	14	41	41
211	1,838	240	1,812	...	...	4,209	20,800	256	1,740	12	31	31
		...	...	20	6	...	...	...	...	22	40	40
		4,493	20,530	...	...	6,185	27,490	610	4,717	33	69	69
...	...	...	...	...	...	...	...	...	...	...	...	XXII
		3	25	...	...	...	...	...	...	...	...	...
		112	235	...	...	...	...	5	16	...	...	...
		...	...	...	...	165	107	...	...	...	...	...
...	...	...	...	...	...	...	...	3,120	11,070	13	25	25
		117	308	...	...	15	48	...	...	...	...	...
	
		377	3,192	5,178	14,100	90	24	91,529	2,58,376	13,144	33,784	182	288	XXIV
...	...	...	...	...	...	...	...	...	...	...	...	XXV
		25	102	...	...	11,128	34,700	46	175	...	1	1
		5	35	...	...	239	856	157	491	...	...	...
	
270,767	6,17,152	150,906	5,86,883	1,673	457	866,157	34,13,121	170,070	5,22,021	4,578	6,895	

DIX 19—continued.

Appendix 19.
Principal Commodities—Details.

★ and the earnings therefrom during the Calendar year 1901.
35 and 36 of Report.)

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13 (a)		14		15		16		17				Progressive No.
Dileu-Salya.		Assam-Bengal.		Donglar.		Donglar and North-Western		R. A. K. (a) & (b)				
Quantity	Earnings.	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	
Tons.	Rs.	Tons	Rs.	Tons.	Rs.	Tons.	Rs.	Tons	Rs.	Tons.	Rs.	
270,767	6,17,152	150,960	5,86,683	1,673	457	516,157	34,13,121	170,670	5,22,021	4,578	6,405	
..	..	20	108	..	..	5	27	..	..	..	..	XXVI
..	..	1	13	..	..	..	..	..	..	..	..
..	..	1,241	5,392	..	..	2,574	17,020	140	1,280	1	1	XXVII
..	..	202	1,560	..	..	220	2,025	24	112	..	1	
..	..	1	11	..	..	2,701	10,285	24	1,043	8	19	
..	..	70	230	..	..	234	1,753	94	517	10	31	
..	..	88	600	..	..	200	1,047	17	116	..	..
..	..	..	..	..	..	3 315	20,315	400	1,400	47	88	
1,330	3,861	575	1,777	..	..	9,032	24,343	2 403	7,111	32	50	XXVIII
..	..	397	1,750	..	..	18,555	9,611	373	1,420	..	..	XXIX
205	2,620	1,031	4,740	5	2	12,812	62,070	5,781	13,777	1,000	1,000	
..	..	2,000	11,000	35	9	40,531	2,33,000	2,000	62,210	217	243	
7,608	67,901	10,702	94,111	..	..	1	147	..	3,001	..	..	XXX
..	..	391	1,741	25	7	28,100	1,07,701	900	5,370	17	31	XXXI
..	..	7	14	..	5	..	270	18	211	..	..
..	..	211	1,511	..	..	2,000	1,712	10	3,000	16	31	
4,317	20,775	575	2,243	..	..	15,018	20,000	2,554	8,100	311	615	XXXII
..	..	1,610	10,039	..	..	2,100	1,573	74	1,010	42	102	
..	..	..	5	..	..	16	1,017	48	2,131	..	..	XXXIII
..	..	..	..	..	..	4	20	11	77	..	..
..	..	..	..	..	..	11	4	..	42	..	..
..	..	11	149	..	..	32	213	60	413	..	3	
..	..	..	..	..	..	..	..	..	..	..	..	XXXIV
9,235	37,110	Included with others		..	..	10,081	75,824	40,000	42,000	7,500	18,400	
..	..	..	..	..	..	5,105	3,0910	..	..	..	..
..	..	..	..	..	..	..	..	..	..	417	610	
..	
..	..	8,231	47,806	..	..	32,911	1,50,077	21,779	83,267	..	..
203,555	7,44,811	178,067	7,76,224	1,743	470	1,407,206	43,40,232	312,050	8,73,105	14,200	24,151	
..	..	5	74	..	..	12	352	0	86	..	..	XXXV
61	477	8	130	..	..	20	626	0	100	..	..
..	..	75	924	..	..	65	1,400	..	..	..	..
..	

Appendix 19.
Principal Commodities—Details.

APPEN

Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

3' 12".

Pro- gressive	CLASSIFICATION No.	Railway	18		19		20		21	
			Jodhpur-Palnad.		Udaipur-Chitod.		Awaragar-Orndal-Junagad Porbandar.		Southern Mahratta.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Description of commodity— <i>carried</i>	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		APPAREL, INCLUDING DRESSING, HABERDASHERY, MILLINERY UNIFORMS, ACCESSORIES, BOOTS AND SHOES.	111	897	6	61	107	1,498		3,478
II		COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.	13,770	1,270	14		91	228		
III		COTTON—								
		1. Raw	9,770	21,700		1,035	12,394	81,815	8,884	1,87,270
		2. Manufactured—								
		(a) Twill and yarn, European		91			24		2,554	24,385
		(b) Twill and yarn, Indian	4,707	2,115			501	2,040	9,619	85,816
		(c) Piece-goods, European	8,000	9,000		154	5,100	5,100	3,000	15,743
		(d) Piece-goods, Indian	2,700	1,700		2,755	1,000	7,310	4,400	5,000
		(e) Others	50	100			8	100	4,500	4,500
IV		CHEMICALS, EXCEPTING SALT PIRE.	1-1	16			51	692	5-6	5,607
V		DRUGS—								
		1. Intoxicating (other than opium)	13				24	344	91	3,281
		2. Non-intoxicating—								
		(a) Medicinal preparations					50	581	140	2,445
		(b) Others				33	71	603	530	4,050
VI		DYES AND LAKES—								
		1. Alizarine and similar dyes				154	43	100	1	15
		2. Aniline and similar dyes				52	71	485	174	1,738
		3. Cutch				6	5	3	1,000	1,000
		4. Indigo				4	1	14	1,000	1,000
		5. Madder lakes		1,000		3	64	207	4,121	18,755
		6. Tanning bark		40		11	75	72	17,010	51,000
		7. Turmeric				60	500	210	1,172	6,750
		8. Others				100	100	1,141	635	4,798
VII		FODDER—								
		1. Oil-cake					261	1,708	5,075	16,857
		2. Hay, straw and grass	1,770	3,000		211		2,000	1,243	6,015
VIII		FRUITS AND VEGETABLES, FRESH	1,510	5,000	1,000	1,000	4,228	1,000	11,876	77,392
IX		GRAIN AND PULSE—								
		1. Grain and pulse	5,000	20,000	3,500	1,000	5,100	21,200	50,000	3,35,045
		2. Jawar and kharif	4,000	1,000,000	4,000	1,000	33,170	1,000,000	90,000	5,38,400
		3. Rice in the husk	3,000	100	3,000	240	100	4	1,000	2,4721
		4. Rice not in the husk	2,000	700	2,000	4,500	15,000	67,418	6,000	4,20,293
		5. Wheat	1,000	1,000	778	10,000	11,000	61,155	10,000	55,355
		6. Wheat flour	400	1,000	20	100	100	100	1,000	12,775
		7. Others	1,000	7,000	11,241		7,000	27,000	2,30,000	1,07,298
		HIDES AND SKINS—								
		1. Hides of cattle—								
		(a) Dressed or tanned	10	100			18	100	32	100
		(b) Raw	541	3,000		872	140	9	773	5,800
		2. Skins of sheep, etc.—								
		(a) Dressed or tanned	2	20			34	316	208	1,210
		(b) Raw	417	1,800	121	90	122	823	6,105	41,003
XI		HORNS		31		5	20		302	2,570
XII		HEMP (INDIAN) AND OTHER FIBRE EXCLUDING JUTE.	80	472				24	1,005	13,250
XIII		JUTE—								
		1. Raw	100	488	6	42		6	100	862
		2. Gunny bags and cloth	710	11,331	270	1,250	1,721	5,453	6,539	40,802
XIV		LAC	68		4		9	34	24	128
XV		LEATHER—								
		1. Unwrought		111			120	930	512	6,627
		2. Wrought, excepting boots and shoes		694	14	86	27	259	280	3,213
		Carried over	1,000	5,04,852	19,755	78,253	101,894	4,11,073	395,507	22,77,054

DIX 19—continued.

Appendix 19.
Principal Commodities—Details.

* and the earnings therefrom during the Calendar year 1901.

35 and 36 of Report.)

3' 31"						3' 31"				3' 31"				Precedive No.
22		23		24		25		26		30				
West of India Ports—		North Indian		B. r. a.		Moro		Boro		T. r. a. Himalayan.				
Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings	Quantity	Earnings			
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.			
...	...	148	3,622	301	7,354	19	155	1	4	145	7,821	I		
...	...	21,834	27,163	123	149	161	571	12	17	1,312	12,141	II		
8,241	29,151	22,630	1,207,75	1,511	9,772	1,550	14,313	25,171	6,524	1	25	III		
458	2,163	2,910	29,790	4,177	67,260	...	...	69	231	10	276	
		6,510	6,5731	415	4,170	20	175	72	101	123	3,392			
279	1,377	7,701	1,261,20	4,41	6,5001	2	13	20	731	405	16,809			
		3,441	30,801	5,36	4,515	10	1,51	61	231	93	2,161			
...	...	2,20	1,705	4	41	5	50	10	47	...	18			
...	...	77	1,962	133	3,215	5	63	9	28	...	...	IV
...	...	7	70	...	...	132	460	...	1	...	...	V
39	231	276	2,308	02	1,010	13	175	4	18	31	568			
		2,148	18,504	151	1,111	11	767	4	172	57	1,450			
...	...	3	65	...	...	...	...	...	...	...	...	VI
...	...	523	5,381	...	...	...	...	10	...	...	...
...	...	100	1,001	1,200	10,704	1	...	...	...	...	...	6
...	...	471	4,814	...	2	1	...	...	...	...	...
30	145	610	4,182	41	474	...	...	11	25	...	...	
...	...	5,391	4,4015	162	0,38	...	...	12	45	8	164	
...	...	4,604	38,041	1,101	1,0013	12	71	12	575	1	20			
397	648	1,470	10,340	150	1,124	26	161	36	171	57	1,305			
...	...	33,710	1,14,215	1,140	4,370	6	16	10	47	...	...	VII
...	...	611	1,30	131	1,000	13	...	10	20	12	254			
4,839	14,156	27,103	1,53,005	15,520	1,05,177	135	6,11	22	60	1,440	18,800	VIII		
8,899	21,847	40,701	2,12,113	15,807	1,08,672	3,700	10,011	3,500	7,102	316	4,877	IX		
		15,690	73,130	1,387	20,001	7,300	22,105	6,000	1,001	...	...	
		131,604	3,07,107	3,13,604	2,01,700	60	22	22	51	...	78			
		0,180	3,41,733	50,586	2,30,121	800	2,100	1,000	7,507	2,377	1,02,637			
		1,07	6,200	700	...	2,011	7,100	1,000	2,107	...	7			
		1,200	7,912	3,112	28,101	60	21	10	20	846	17,205			
		15,000	73,170	3,587	27,150	1,30	420	57	1,05	390	3,315			
71	235	1,500	8,010	37	300	...	1	21	50	...	1	X		
		1,001	15,810	1,230	12,711	41	210	2	23	213	2,808			
		1,660	2,1,021	4	24	...	...	1	2	...	...	
...	...	4,805	20,770	7	85	31	220	8	190	1	0			
...	...	121	1,010	18	260	231	400	4	5	...	...	XI
36	156	1,888	20,518	...	4	27	132	34	92	2	42	XII		
578	1,901	91	318	18	172	...	1	...	...	...	...	XIII
		9,447	44,820	10,466	51,764	231	820	1,350	3,350	130	1,640	XIV		
...	...	288	1,278	391	4,919	2	8	4	10	...	...	XV
...	...	11	106	36	512	81	157	...	1	...	...	
...	...	48	528	34	678	15	148	6	36	9	240			
23,869	72,225	479,755	20,39,460	635,517	34,30,493	17,475	64,827	35,266	92,160	14,008	1,88,308			

Appendix 19. Principal Commodities—Details.

APPEN

Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

Pro- gressive No.	CLASSIFICATION No.	18		19		20		21	
		Jodhpur-Bikaner		Udaipur-Chitor.		Bikaner and Jaisalmer		Southern Mahratta.	
		Quantity		Quantity		Quantity		Quantity	
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward	141,870	5,04,852	19,755	78,2	101,894	4,11,072	395,507	22,77,054
XVI	LIQUORS—								
	1. Ale and beer	61		14			205		0,260
	2. Spirits of all kinds, including country spirits	74	28,	45			970	1,700	14,293
	3. Wine	18	221			19	154	61	913
	4. All other liquors, including toddy and fermented liquors other than ale and beer.		4					6,145	17,247
XVII	METALS—								
	1. Brass, unwrought	6		107		350	2,033	113	1,216
	2. Brass, wrought	79	507	49		182	1,005	590	9,290
	3. Copper, unwrought	3	16			201	1,083	35	400
	4. Copper, wrought	140				101	705	979	10,345
	5. Iron and steel—								
	(a) Cast		64					2,282	20,133
	(b) Unwrought		1,551	54			523	4,739	24,118
	(c) Wrought	1,553	6,110	511			4,145	4,512	31,106
	(d) Miscellaneous	401	1,000				1,111	4,023	30,562
	6. Zinc and spelter								
	7. Others		2,031	41					0,650
XVIII	OILS—								
	1. Kerosene			11		121	14,707	2,0017	1,211
	2. Castor		1,115	1					
	3. Coconut		61	4			500	1,704	
	4. Mustard and rape		51	6			212		
	5. Others			14			1,400		1,512
XIX	ONIONS—								
	1. Cotton	211	1,111	41		112	1,592	14,471	6,1012
	2. Bananas		44	11		91	621	2,441	12,118
	3. Lard					1	10	2,002	11,113
	4. Peas			115	41			201	1,153
	5. Rape and mustard			10		11		502	4,054
	6. Tea paper		11	110		12		14,772	85,400
	7. Cotton seed								
	8. Others	4,015	11,515	51		91	10,000	10,150	
XX	OPUM							4	72
XXI	PAPER AND PASTE-BOARD							401	5,100
XXII	PROVISIONS—								
	1. Dried fruit		11,110			2,815	14,812	24,370	1,41,044
	2. Cereals		1,111	121	1,770	1,101	5,701	4,013	1,00,000
	3. Potatoes								
	4. Others	1,150					31,000	12,914	60,000
XXIII	RAILWAY PLANT AND ROLLING STOCK CAPABLE OF BEING USED ON THE PUBLIC AND FOR LIGHT RAILWAYS—								
	1. Locomotives, engines, and tenders	10	101	39			451		151
	2. Carriages, trucks, and vans	11	20					19	111
	3. Materials—								
	(a) Steel rails and fish plates	715	3,617					—9	47
	(b) Sleepers and keys of steel and cast-iron	1,812	6,331						
	(c) Sleepers of wood						14	113	1,010
	(d) Others	11,381	27,017						
XXIV	SALT	42,893	2,40,114	1,075	4,888	5,400	9,083	50,703	3,44,781
XXV	SALTPETRE AND OTHER SALINE SUB- STANCES—								
	1. Saltpetre	11	459	15	101	31	181	167	691
	2. Other saline substances	883	4,514	14	54	10	50	140	1,039
	Carried over		2,02,840	22,050	92,339	138,958	5,71,456	594,200	34,66,578

DIX 19—continued.

Appendix 19,
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.

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3' 3'						2' 6"				2' 0"		Fre- gative No.
22		23		24		25		27		30		
West of India Ports gate		South Indian.		Panama		Morvi.		Baral.		Darjeeling-Himalayan.		
Quantity.	Earnings	Quantity.	Earnings	Quantity.	Earnings.	Quantity.	Earnings	Quantity	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
23,969	72,225	479,755	20,39,460	635,517	34,30,423	17,175	64,827	35,266	92,169	14,008	1,88,308	
415	1,624	517	5,506	2,211	21,709	2	0	2	6	432	2,353	XVI
33	105	2,299	14,086	497	11,520	11	11	5	19	...	4	
9	40	232	3,713	54	1,647	3	36	4	15	137	4,083	
..	...	594	2,302	1	14	12	113	1	3	...	...
4,338	14,155	852	6,657		68	...	1	52	131	...	...	XVII
		681	7,355	236	3,461	136	908	16	31	41	1,030	
		93	802	0	118	...	...	13	43	...	...
		47	694	48	625	22	140	7	22	10	228	
		908	9,041	35	1,162	4	28	110	754	...	...
7,363	10,914	3,266	17,804	8	46	25	110	10	24	...	...
		7,561	50,714	5,100	44,100	17	405	851	1,000	2	47	
		5,725	80,317	5,001	6,002	103	675	127	335	663	14,192	
		1,401	14,111	802	7,805	20	163	11	34	100	2,232	
		17,124	1,14,805	7,310	6,001	69	321	700	1,742	656	10,301	XVIII
325	1,455	2,213	10,010	75	1,114	27	122	5	18	5	60	
		930	5,104	600	7,000	7	20	100	245	6	100	
		86	350	0	81	11	44	...	...	260	3,008	
		8,737	44,000	0,000	50,100	53	260	140	300	47	801	
		5,500	20,750	4	83	7	10	350	758	...	...	XIX
14,410	30,420	75,000	91,300	264	1,904	4	24	101	308	...	...
		10	30	1	7	1	...	3,112	6,631	...	4	
		32	390	1	5	...	...	20	58	...	...
		840	4,141	...	7	1	4	13	30	...	...
		17,171	1,03,500	4,720	21,500	652	2,045	657	1,401	...	...
279	843	1,812	9,428	...	...	...	...	311	683	...	...
		...	...	11	298	6	73	...	...	...	1	XX
		1,550	20,200	419	8,781	96	729	62	191	61	1,467	XXI
		1,609	9,090	414	5,051	111	483	907	2,460	30	563	XXII
		1,075	9,100	752	12,007	347	1,512	32	90	34	672	
11,219	22,887	23,946	1,37,012	41,810	3,91,230	151	788	74	196	262	6,595	
		...	...	...	...	...	...	...	...	...	...	XXIII
		...	...	...	...	26	160	49	24	...	...
		
		
...	...	3	38	01	10	...	...	...	...	...	...
		
		...	...	1,641	4,773	...	...	...	...	...	...
		262	2,590	6	8	...	...	124	327	...	...
		...	...	...	...	13	63	...	1	4	65	XXIV
62,388	1,63,765	737,762	31,66,732	731,707	43,17,047	21,111	76,701	49,809	1,05,474	17,596	2,51,053	XXV

Appendix 19.

Principal Commodities—Details.

APPEN

Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

Pro- gressive No.	GAUGE.		3 31'							
	CLASSIFICATION No.		18.		19		20		21	
	Rail way.		Jalhpur Bikaner.		Udaipur-Chitor.		Bhavanger (Madal) Junagad- Porbandar.		Southern Mahatta.	
	Description of commodity—contd.		Quantity	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
	Brought forward	227,544	8 42,846	22,650	92,330	138,958	5,71,456	594,200	34,66,578	
XXVI	SILK—									
	1. Raw—									
	(a) Foreign	12	32	...	...	2	28	105	1,022
	(b) Indian	7	55	...	...	...	1	150	697
	2. Piece-goods—									
	(a) Foreign	...	1	...	...	...	1	2	47
	(b) Indian	3	5	...	6	...	2	...	2	
XXVII	SPICES—									
	1. Betel-nuts	106	676	6	38	620	3,270	10,645	74,680	
	2. Cardamoms	3	7	1	7	2	11	67	863	
	3. Chillies	1,041	8 281	114	905	438	3,356	12,106	72,915	
	4. Ginger	37	221	3	23	8	59	215	1,913	
	5. Pepper	26	105	2	18	6	65	618	4,945	
	6. Others	2,051	8,864	224	1,167	525	3,088	5,990	39,378	
XXVIII	STONE AND LIME	29,042	36,359	84	378	56,260	38,036	17,538	37,719	
XXIX	SUGAR—									
	1. Refined or crystalized, including sugar-candy.	3,410	15,866	404	2,448	6,654	32,349	4,276	25,113	
	2. Unrefined—									
	(b) Sugar	1,097	21,474	611	2,814	71	336	5,461	34,716	
	(a) Gurr, rwb, jaggree, molasses and other saccharine produce.	6,030	41,230	1,178	6,415	6,049	27,831	35,701	2,14,073	
XXX	TEA—									
	1. Foreign	1	9	...	5	7	71	11	200	
	2. Indian	1	18	..	7	26	206	40	(5)	
XXXI	TOBACCO—									
	1. Unmanufactured	1,349	144	394	1,768	1,659	6,207	10,445	75,324	
	2. Manufactured									
	(a) Cigar	6	50	...	3	3	31	325	4,985	
	(b) Other sorts	245	1,411	6	47	173	1,568	181	2,847	
XXXII	WOOD—									
	1. Timber, unwrought	1,023	6,071	16	92	9,713	46,713	57,000	1,48,360	
	2. Manufactures	470	2,084	2	12	525	2,583	3,223	24,484	
XXXIII	WOOL—									
	1. Raw	1,606	9,940	41	261	200	1,568	356	3,515	
	2. Manufactured—									
	(a) Carpets and rugs	47	511	..	..	...	2	2	18
	(b) Piece-goods, European	4	32	...	...	2	5	2	25
	(c) Piece-goods, Indian	205	2,402	2	25	11	35	4	89	
	(d) Other sorts of manufactures	3	30	1	9	2	29	640	7,327	
XXXIV	ALL OTHER ARTICLES OF MERCHANDISE—									
	1. Bones	1,101	2,007	2	2					
	2. Firewood	...	...	...	...	
	3. Indigo seed	...	...	...	...	
	4. Paints and colours	...	...	...	...	
	5. Seeds other than oil-seeds	...	...	...	...	8,168	37,756	45,706	2,08,636
	6. Manures	...	...	...	...	
	7. Lucifer matches	...	...	...	...	
	8. Others	27,617	94,520	724	4,500					
	TOTAL	310,495	11,62,061	26,465	1,13,409	220,662	7 76,570	805,018	44,52,057	
XXXV	ANIMALS—									
	1. Horses	54	1,360	7	73	29	440	167	4,392	
	2. Cattle	41	687	32	387	49	236	255	5,651	
	3. Sheep, etc.		9	...	...	10	87	319	2,398
	4. Elephants	...	...	...	...	...	...	...	...

DIX 19—concluded.

and the earnings therefrom during the Calendar year 1901.

Appendix 19. Principal Commodities—Details.

35 and 36 of Report)

[illegible]

Appendix 21: Vehicle mileage.

APPEN

Loaded and Empty Vehicle Mileage in

(Referred to in paragraph

GAUGE.	5' 6"														
CLASS. No.	1			2 (a)			3			4 (a) & (b)			5		
RAILWAY.	EAST INDIAN			EASTERN BENGAL STATE			BENGAL CENTRAL			BENGAL-NAGPUR.			EAST COAST STATE.		
Calendar year.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.

COACHING.

HOME VEHICLE MILEAGE ON HOME LINE.

1897	81,800	17,280	99,080	13,557	1,750	14,000	2,711	440	4,102	10,128	2,755	12,883	8,242	1,419	9,661
1898	82,243	18,488	100,731	13,547	1,431	14,978	4,111	1,101	10,550	3,101	13,737	6,867	1,190	8,226	17,091
1899	84,376	18,113	102,489	14,251	1,300	15,551	3,314	381	1,730	12,417	3,466	15,883	10,293	1,944	12,237
1900	85,781	18,170	103,951	14,600	1,134	15,734	1,120	301	1,411	15,117	3,449	18,796	11,043	2,380	14,023
1901	93,085	19,001	112,086	14,952	1,108	16,110	1,001	481	1,411	23,135	5,899	34,334	...	...	23,107

FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	1,410	235	1,645	15	3	18	...	...	1,177	31	1,208	72	1	73	616
1898	1,211	217	1,428	6	2	8	...	...	908	72	1,078	74	1	75	644
1899	1,348	218	1,566	8	2	10	...	...	861	206	1,067	206	8	214	979
1900	2,068	681	2,749	5	2	7	...	...	1,070	473	1,543	206	64	270	1,813
1901	1,903	718	2,621	6	1	7	...	...	1,260	553	1,813	...	...	121	2,512

TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.

1897	100,734	14,014	114,748	4,102	14,071	6,734	14,733
1898	103,443	15,296	118,739	3,501	14,808	8,301	22,001
1899	106,489	15,457	121,946	3,711	15,752	12,451	24,199
1900	107,951	16,314	124,265	4,512	20,130	14,147	28,249
1901	115,135	17,115	132,250	3,411	27,147	...	34,311

HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	3,001	6	...	392	14	882
1898	3,124	11	...	481	13	709
1899	3,314	11	...	1,056	2	1,058
1900	3,419	11	...	1,000	353	1,353
1901	3,954	11	...	2,734	6	3,100

GOODS.

HOME VEHICLE MILEAGE ON HOME LINE.

1897	153,700	51,651	205,351	18,874	8,625	27,499	1,910	1,003	2,913	12,120	7,140	19,260	5,409	2,861	8,270
1898	154,718	51,651	206,369	19,410	7,701	27,111	1,052	711	1,763	14,712	7,304	21,416	5,500	2,810	8,310
1899	160,487	63,422	223,909	19,711	8,417	28,128	1,101	1,177	2,278	16,110	10,011	26,121	6,482	3,604	10,086
1900	160,344	71,171	231,515	21,115	10,012	31,127	1,101	1,177	2,278	16,110	10,011	26,121	6,482	3,604	10,086
1901	171,132	72,607	243,739	12,178	10,012	22,190	2,173	1,282	3,455	30,438	12,111	42,549	...	...	29,235

FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	15,020	14,274	29,294	1,571	1,571	3,142	144	349	776	3,509	3,410	7,015	132	124	256
1898	21,110	17,110	38,220	1,001	1,001	2,002	320	216	542	2,000	1,000	3,000	322	241	563
1899	20,008	17,110	37,118	815	815	1,630	509	146	371	6,434	4,453	10,887	1,072	1,543	2,615
1900	28,052	20,008	48,060	804	804	1,608	143	143	111	17,000	6,111	23,111	2,682	2,813	5,495
1901	35,059	19,780	54,839	916	916	1,832	242	188	410	4,127	2,783	6,910	...	...	9,693

TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.

1897	205,351	30,641	235,992	27,499	26,684	54,183	31,009
1898	206,369	28,111	234,480	27,111	25,982	53,093	35,034
1899	223,909	28,128	252,037	28,128	40,228	68,356	41,577
1900	231,515	31,127	262,642	31,127	40,321	71,448	34,011
1901	243,739	22,190	265,929	34,311	44,470	78,781	44,221

HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	3,001	791	3,792	200	24,222	940	16,078
1898	3,124	1,455	4,579	143	24,503	801	30,087
1899	3,314	1,000	4,314	190	15,036	1,648	26,581
1900	3,419	1,176	4,595	601	20,051	8,540	28,591
1901	3,954	1,727	5,681	511	25,534	6	33,004

Transferred partly to the Benares Nagpur railway and partly to the Madras railway from the 1st January 1901.

Appendix 21. Vehicle mileage.

Loaded and Empty Vehicle Mileage in

(Referred to in paragraph

GAUGE.	3' 31"																	
CLASS No.	a (b) to (d)			14			16			17			18 (r) to (j).			18		
RAILWAY.	EASTERN BENGAL STATE			ASSAM-BENGAL			BENGAL AND NORTH-WESTERN			ROMILKUND AND KUMAON.			RAJPUTANA-MALWA.			JODHPUR-BIKANER		
Calendar year.	Loaded	Empty.	Total.	Loaded	Empty	Total	Loaded	Empty	Total	Loaded	Empty	Total	Loaded	Empty	Total.	Loaded	Empty.	Total

COACHING.

HOME VEHICLE MILEAGE ON HOME LINE.

1897	13,963	1,400	15,363	3,431	587	4,018	18,113	151	18,264	4,111	373	4,484	47,564	245	47,809	3,129	13	3,142
1898	15,309	1,624	16,933	4,120	674	4,794	21,151	124	22,075	4,215	341	4,556	46,007	284	46,291	3,204	17	3,221
1899	15,431	1,691	17,122	4,211	710	4,921	22,330	143	24,073	4,443	332	4,775	48,771	195	48,966	3,544	17	3,561
1900	16,341	1,672	18,013	4,227	800	5,027	27,744	101	27,845	4,380	348	4,728	49,442	142	49,584	3,604	12	3,616
1901	16,118	2,062	18,180	6,710	1,116	7,826	31,704	2,270	33,974	4,312	1,003	5,315	55,461	157	55,618	6,341	35	6,376

FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	...	...	...	...	...	...	...	...	...	4	...	4	36	13	49	276	28	304
1898	...	...	...	...	...	...	...	...	...	20	...	20	50	18	77	253	25	278
1899	...	...	...	...	...	...	...	...	...	22	...	22	62	24	86	285	21	306
1900	...	...	...	...	...	...	...	...	...	21	...	21	1,072	21	1,093	311	18	329
1901	...	...	...	...	...	...	...	...	...	44	...	44	74	26	100	260	28	324

TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.

1897	15,423	3,019	18,442	4,486	47,564	3,142
1898	16,933	4,794	21,727	4,556	46,007	3,221
1899	17,122	4,921	22,043	4,775	48,771	3,561
1900	18,013	5,027	23,040	4,728	49,442	3,616
1901	18,180	7,826	26,006	5,315	55,461	6,376

HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	...	...	...	...	...	...	...	...	3	...	122	...	224
1898	...	...	...	...	...	...	...	...	9	...	144	...	242
1899	347	...	...	...	...	...	...	...	8	...	184	...	228
1900	354	...	...	...	...	...	...	...	4	...	105	...	214
1901	417	...	...	...	...	...	...	...	7	...	107	...	250

GOODS.

HOME VEHICLE MILEAGE ON HOME LINE.

1897	14,104	6,466	20,570	1,125	1,021	2,146	21,401	12,401	15,404	4,004	2,117	6,121	16,521	9,141	2,011	1,008	3,019
1898	20,777	6,721	27,498	4,534	3,072	7,606	21,000	10,500	11,000	4,100	2,172	7,272	24,000	10,000	1,500	616	2,116
1899	23,274	7,009	30,283	4,601	3,514	8,115	24,100	14,411	14,711	4,711	2,221	7,221	25,100	12,200	1,700	601	2,301
1900	22,100	7,300	29,400	4,700	3,500	8,200	26,200	15,100	15,400	4,400	2,400	7,200	27,100	13,100	1,800	1,248	3,048
1901	21,776	5,161	26,937	4,776	3,222	8,000	30,000	14,000	14,300	4,300	2,100	7,100	30,000	14,000	1,500	1,224	3,324

FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	...	...	...	...	...	...	...	...	...	65	44	109	70	300	1,040	1,144	851	1,995
1898	...	...	...	...	...	...	...	...	...	200	207	407	1,100	602	2,040	1,500	1,473	3,103
1899	...	...	...	...	...	...	...	...	...	370	281	651	1,400	4,100	10,000	4,200	2,700	7,144
1900	...	...	...	...	...	...	...	...	...	300	1,700	3,400	1,100	4,500	11,200	5,000	2,200	5,000
1901	422	1,100	1,522	...	...	...	...	...	...	1,100	104	400	3,000	1,700	5,000	1,100	1,200	3,300

TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.

1897	20,570	8,587	29,157	6,121	20,570	3,019
1898	27,498	7,793	35,291	7,272	24,000	3,221
1899	30,283	8,115	38,398	7,221	25,100	3,561
1900	29,400	8,200	37,600	7,200	27,100	3,616
1901	26,937	8,000	34,937	7,100	30,000	6,376

HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	...	...	...	...	...	...	...	...	...	157	...	2,100	...	727
1898	...	...	...	...	...	...	...	...	...	1,000	...	3,000	...	800
1899	221	...	...	...	...	...	...	...	...	2,000	...	4,000	...	1,000
1900	300	...	...	...	...	...	...	...	...	2,000	...	4,000	...	1,000
1901	304	...	...	...	...	...	...	...	...	2,100	...	4,100	...	1,500

Appendix 22. Mileage earnings.

APPEN

Gross and net earnings in rupees per mile

(Referred to in

N.B.—A reference to Appendix 2 will furnish the

GAUGE.

5' 6"

Crane
No.

Railway	F. B. SYSTEM			B. N. SYSTEM			N. W. SYSTEM		G. I. P. SYSTEM		B. H. & C. SYSTEM		N. G. S. SYSTEM		M. SYSTEM	
Calendar year.	h. l.	s' c	B. C.	B. N. (a)	R. D. (b)	E. C. C. I. O. &	Coml.	Mily. Sec.	G. I. P. (a) to (h)	L. M. & C. (i) to (k)	R. H. & C. (l) to (o)	R. M. & C. (p) to (r)	N. G. S. (s) to (u)	H. G. V. (v)	M. (a) (b) (c) (d).	B. D.

COACHING TRAFFIC.

1897	9,554	11,010	7,70	5,376	1,610	—	2,700	—	4,100	5,400	1,000	5,200	2,500	7,000	3,300	2,100	—	5,000	—	1,200
1898	9,911	10,960	3,500	5,140	1,400	—	2,800	—	4,100	4,400	1,100	4,700	3,000	6,500	3,300	2,300	—	4,700	—	1,300
1899	9,975	11,335	3,600	4,900	1,800	—	2,700	—	4,100	4,700	1,200	5,100	3,100	7,000	3,100	2,100	300	4,200	5,250	1,400
1900	10,227	11,400	3,600	5,000	2,500	—	3,000	—	4,100	—	1,300	5,000	3,100	7,000	3,000	2,100	1,100	4,500	6,750	1,100
1901	11,000	11,000	3,700	5,400	3,700	500	—	—	5,000	4,000	1,000	4,000	3,000	7,000	4,000	2,000	2,000	5,000	7,700	1,200

GOODS TRAFFIC.

1897	21,400	22,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1898	21,000	21,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1899	21,000	21,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1900	22,000	22,000	6,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1901	22,000	22,000	5,700	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

GROSS EARNINGS PER MILE WORKED.

1897	31,000	32,000	9,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1898	31,000	32,000	9,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1899	32,000	33,000	9,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1900	33,000	34,000	9,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1901	34,000	35,000	9,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

NET EARNINGS PER MILE WORKED.*

1897	28,100	29,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1898	28,100	29,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1899	28,100	29,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1900	28,100	29,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1901	28,100	29,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

* Transferred partly to the Bengal-Nagpur

DIX 22.

Appendix 22.
Mileage earnings.

worked of each railway (by systems).

paragraph 39 of Report).

key to the code letters used to express railway systems

S' L'

S' O'

13	14	16	17	18	19	23	24	25	26	27	29	30	31	32	33	No
			R & K S. S. I. R. M.													Railway.
D. S. A. R.	D.	H & K N. W.		J. B. U. C.	H. G. J. P.	S. M.	W. L.	S. L.	M. R. W.	R. I.	B. P.	G. B. D. H.	H. A.	H. S.	J.	Calendar year.

COACHING TRAFFIC.

1,518	1,702	5,124	90	1,131	1,171	2,511	1,074	922	4,749	1,012						191	1897
1,512	2,511	5,545	2,71	1,111	1,01	2,100	1,370	1,11	1,1	1	2,181	1,1	2,100	1,021	1,11	1,11	1898
1,733	2,244	6,011	2,51	1,11	1,11	2,11	1,1	1,11	4,75	4,7	2,101	1,1	1,1	1,11	1,11	473	1899
1,782	2,241	6,41	2,7	1,11	1,11	2,11	1,1	1,11	1,1	1,1	1,1	1,1	1,1	1,1	1,1	411	1900
1,551	1,1	1,1		1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	51	

GOODS TRAFFIC.

1,311	1,401	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1897
1,11	1,11	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1898
1,11	1,11	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1899
1,11	1,11	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1900
1,11	1,11	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1,1	1901

GROSS EARNINGS PER MILE WORKED

1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1897
1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1898
1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1899
1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1900
1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1901

NET EARNINGS PER MILE WORKED.*

1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1897
1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1898
1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1899
1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1900
1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1,11	1901

except those from stream-hoist.
railway and partly to the Madras railway from the 1st January 1901.

Gross and net earnings in rupees (excluding steam-boat

(Referred to in paragraph

N.B.—A reference to Appendix 3 will furnish the key

GAUGE.		5' 6" GAUGE.										3' 3 1/2"							
Class. No.	2	3	4	5	6	10		11		12		13	14						
Calendar year.	E. B. S. SYSTEM		B. C.	B. N. (a) & (b)	E. C.	O. & R.	N. W. SYSTEM		G. I. P. SYSTEM		H. B. & C. I. SYSTEM.		N. O. S. SYSTEM.		M. SYSTEM.		B. D. D. S. A. B.		
	5' 6" gauge	(Other gauge)					Commercial Station	Military Station.	G. I. P. (a) to (c)	G. I. M. (b) to (h)	H. B. & C. I. (a) to (j)	H. B. & C. I. (k) to (l)	N. O. S. (a) to (n)	N. O. S. (o) to (r)	M. (a) to (c)	M. (d)			
1897	3 53	3 75	2 93	2 98	2 11	2 73	3 30	2 83	1 75	2 93	3 15	3 31	3 85	.			2 13	3 57	3 50
1898	3 61	2 60	2 85	2 87	1 73	2 97	3 05	1 07	2 63	1 64	2 95	3 29	2 94	3 15	..	3 26	3 39	3 05	4 85
1899	3 52	3 67	2 75	2 71	2 5	3 28	3 86	2 5	1 95	2 71	3 43	3 12	3 26	1 77			2 55	2 96	4 93
1900	3 62	2 67	3 15	3 25	3 02	3 31	2 71	2 36	2 13	2 37	3 5	3 11	3 50	2 61	3 16	4 10	2 01	3 23	1 80
1901	3 65	2 95	2 65	3 65	3 30	5	2 61	2 73	2 75	2 76	5 56	3 11	3 11	2 69	2 91		1 31	2 56	3 61

EARNINGS FROM COACHING TRAFFIC.

1897	3 53	3 75	2 43	2 45	2 11	2 71	3 30	2 53	1 75	2 43	3 15	3 41	3 45	.	2 13	3 57	3 50		
1898	3 61	2 69	2 45	2 57	1 73	2 97	3 05	1 07	2 63	1 64	2 95	3 29	2 91	3 15	..	3 26	2 39	3 05	4 85
1899	3 59	3 47	2 75	2 71	2 55	3 39	2 56	2 55	1 58	2 71	3 43	3 13	3 26	1 77			2 55	2 98	4 93
1900	3 62	2 47	3 15	3 25	3 02	3 81	2 71	2 56	2 13	2 97	3 5	3 11	3 50	2 61	3 16	4 10	2 01	3 23	1 80
1901	3 65	2 98	2 53	3 65	3 30	6	2 64	2 70	2 75	2 78	3 50	3 11	3 11	2 69	2 91		1 81	2 56	3 53

EARNINGS FROM GOODS TRAFFIC.

1897	5 17	5 66	3 37	2 14	3 69	2 30	1 32	1 10	36	1 16	1 15	1 24	1 11	1 13			5 71	3 44	1 73	
1898	1 10		3 10	1 61	4 14	2 31	1 29	1 31	36	5 23	3 01	4 33	1 04	1 13			7 59	3 80	1 72	
1899	4 70		3 31	2 19	4 26	2 74	3 12	4 50	2 11	5 14	3 14		1 21	1 60	3 21	4 73	2 10	1 57	1 93	1 52
1900	4 50	6 17	3 11	2 37	3 86	2 85	3 11	4 20	1 10	1 71	1 72	7 71	1 11	4 60	2 10	1 70	3 70	0 91	1 25	1 70
1901	4 64	5 93	3 03	2 52	13	5	3 44				4 01	0 11	4 10	1 57	2 31	3 70	6 30	4 72	1 67	2 45

GROSS EARNINGS

1897	1.50	4.30	3.21	2.50	3.15	2.40	3.55	3.91	2.70	3.10	.87	...	3.01	4.10	...	1.46	...	4.46	3.95	2.18
1898	4.41	4.43	3.11	1.72	3.31	2.50	3.46	3.97	2.71	3.09	1.57	6.25	3.71	4.70	...	4.21	...	5.46	3.83	1.13
1899	4.40	4.50	1.12	2.78	1.90	2.70	3.30	3.46	2.31	3.70	3.50	6.16	3.63	1.61	2.85	1.00	7.30	6.61	3.91	2.67
1900	4.30	4.69	3.19	3.11	3.70	3.30	3.41	3.72	2.30	2.60	3.91	5.41	3.97	4.10	2.30	1.13	5.16	5.60	4.27	2.11
1901	4.53	4.61	3.02	3.70	3.51	3.00	3.30	3.90	2.12	4.10	3.76	6.13	4.00	4.97	2.00	3.19	5.70	3.78	3.91	3.22

NET EARNINGS †

1897	323	240	184	120	160	100	134	107	166	100	162	352	119	222	—	272	—	251	121	019
1898	299	250	176	098	171	100	101	210	—091	140	160	310	211	340	—	217	—	250	101	012
1899	295	230	251	100	203	101	101	200	—050	172	121	321	225	262	100	120	070	266	200	073
1900	281	247	192	130	202	095	100	177	—070	170	106	208	219	263	092	100	262	283	212	061
1901	281	227	167	172	167	0	0	213	003	214	172	340	215	281	122	170	327	196	190	069

* Excluding Fort Worth and Light Railway, the line was opened in 1904 April 11 at 11:15.

**** Information**

+ Includes all other earnings except

‡ The earnings from cow-hung and goods traffic

§ Transferred partly to the Bengal-Nagpur railway

DIX 23.

Appendix 23.
Train-mileage earnings.

earnings) per train-mile of each railway (by systems).

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the code letters used to express railway system.

GROSS EARNINGS.										2 nd QUARTER					3 rd QUARTER				Calendar year
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
D	R & N. W.	R & K SYSTEM (not available)	J B	L C	H P	J S	M W	P	Q	R	S	T	U	V	W	X	Y	Z	Calendar year

EARNINGS FROM COACHING TRAFFIC.

	2.5	2.80	...	3.13	2.70	3.19	2.52	1.8	2.57	1.71	2.16	0.00				7.76				1897
	2.30	3.52	.	2.80	2.17	2.87	2.19	1.71	2.78	1.16	2.05	0.00				5.16				1898
	2.04	3.77	...	3.10	3.30	3.22	2.19	1.5	2.61	3.31	2.19	0.15	...	...	...	7.02	...	...	...	1899
	2.05	3.51	.	2.50	3.79	3.01	2.30	1.8	2.78	3.82	2.16	1.82				7.74				1900
8.57	3.1	2.81	0.6	2.34	3.71	3.5	2.5	0.6	3.11	3.00	2.17	1.9	1.0	2.5	0.00	7.19	2.07	1.12	0.75	1901

EARNINGS FROM GOODS TRAFFIC.

			2.20	2.10						2.27	1.12				3.19				1897
1.71	2.17		49	1.22		1.17									7.29				1898
2.70	2.17		77	1.70											3.31				1899
2.61	2.12		50	3.36		2.5	1.11			3.1	3.02				3.31				1900
0.46	2.51	2.79	0.									0.1	1.3	3.10	0.26	0.17	0.51		1901

GROSS EARNINGS †

2.26	2.66	3.65	3.21	2.60	3.12	2.25	3.51	1.1	3.0	2.17	0.11				1.51	..	..	3.07	1897
2.05	2.62	3.50	..	3.32	3.11	3.39	2.6	1.02	2.51	1.0	1.00	..	2.00		1.76	7.08	2.01	3.10	1898	
2.13	2.51	3.00	3.61	1.12	3.65	2.63	1.01	2.61	2.00	2.30	5.11	0.22	1.61	2.5	1.11	3.07	2.10	3.20	1899	
2.27	2.15	2.92	..	2.91	1.89	3.11	2.19	3.02	2.8	3.1	1.5	7.26	0.06	2.28	2.31	1.20	3.12	2.50	3.21	1900
3.18	2.67	2.1	1.10	2.6	1.80	3.0	2.51	1.0	1.15	3.30	2.1	0.00	0.17	2.11	2.52	0.19	3.12	1.26	2.11	1901

NET EARNINGS †

0.53	1.18	1.67	2.13	0.63	1.51	0.94	3.11	1.21	1.39	1.22	0.21	.	.	2.01	.	.	0.1	1897		
0.17	1.30	1.13	1.97	1.20	1.10	0.73	-2.00	1.11	1.28	0.27	0.51	0.28	0.60	2.15	1.13	0.17	0.71	1898		
0.10	1.31	1.50	...	2.31	2.05	1.75	0.5	1.11	1.23	1.33	3.51	0.18	0.20	0.79	1.53	1.5	0.61	-0.20	1899	
0.18	1.21	1.50	...	1.62	2.82	1.72	1.16	-1.00	1.10	1.15	0.71	1.18	0.27	0.61	0.50	1.92	1.64	0.73	-0.50	1900
1.27	1.19	1.60	0.35	1.13	1.82	1.50	0.71	-0.00	1.69	1.40	0.75	1.19	0.23	0.51	0.52	1.70	1.12	0.65	-0.12	1901

not available.

those from steam-train.

are not shown separately in the accounts.

and partly to the Madras railway from the 1st January 1901.

Appendix 24.

Working expenses.

APPEN

Working expenses in thousands of rupees

(Referred to in paragraph

N. R.—A reference to Appendix 2 will furnish the key to

Class No.	F. R. S. SYSTEM					N. W. SYSTEM					G. I. P. SYSTEM					O. B. AND C. I. SYSTEM					N. G. S. SYSTEM				
	L. I.	3rd Class	2nd Class	1st Class	Total	L. I.	3rd Class	2nd Class	1st Class	Total	L. I.	3rd Class	2nd Class	1st Class	Total	L. I.	3rd Class	2nd Class	1st Class	Total	L. I.	3rd Class	2nd Class	1st Class	Total
ENGINEERING.																									
1897	44,07	7,11	6,11	11,07	1,4	8,06	1,1	3	1,1	40,00	1,1	60,00	1,1	60,00	1,1	27,00	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71
1898	44,17	8,20	7,71	10,02	1,0	9,71	1,0	31	12,20	45,90	1,1	50,00	1,1	50,00	1,1	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71
1899	51,12	21,72	7,17	21,10	1,0	19,00	0,0	31	1,1	41,11	1,1	61,00	1,1	61,00	1,1	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71
1900	61,01	12,20	8,17	21,10	1,0	12,20	0,0	31	1,1	51,11	1,1	61,00	1,1	61,00	1,1	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71
1901	60,00	10,00	8,20	1,0	1,0	17,00	0,0	40	1,1	60,00	1,1	60,00	1,1	60,00	1,1	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71
LOCOMOTIVE.																									
1897	40,00	11,51	6,5	12,02	1,1	8,06	7,00	31	1,1	40,00	1,1	60,00	1,1	60,00	1,1	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71
1898	40,00	10,00	6,00	11,00	1,0	10,00	6,00	31	1,1	40,00	1,1	60,00	1,1	60,00	1,1	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71
1899	41,01	9,00	6,00	12,01	1,0	11,00	8,00	31	1,1	41,01	1,1	61,00	1,1	61,00	1,1	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71
1900	40,00	8,00	7,00	12,00	1,0	10,00	11,00	31	1,1	40,00	1,1	60,00	1,1	60,00	1,1	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71
1901	40,00	8,00	7,00	12,00	1,0	10,00	11,00	31	1,1	40,00	1,1	60,00	1,1	60,00	1,1	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71	21,71
CARRIAGE AND WAGON.																									
1897	27,01	2,01	1,0	3,02	2,2	2,0	0,0	31	0,0	10,00	1,1	1,0	22,00	2,01	25,0	9,01	1,0	1,02	1,10	1,10	1,10	1,10	1,10	1,10	1,10
1898	10,00	2,01	1,00	3,00	1,0	4,00	1,0	31	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0
1899	10,00	4,0	1,07	6,07	0	1,0	1,0	31	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0
1900	21,00	3,00	2,0	7,00	2,0	1,0	1,0	31	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0
1901	20,00	6,0	3,0	9,00	1	1,0	2,0	31	1,0	2,0	2,0	2,0	2,0	2,0	2,0	2,0	2,0	2,0	2,0	2,0	2,0	2,0	2,0	2,0	2,0
GRAND TOTAL.																									
1897	1,000	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00
1898	1,000	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00
1899	1,000	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00
1900	1,000	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00
1901	1,000	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00

* The working expenses under miscellaneous and steam
 * Includes the Lardham-Lugh railway, as the line was
 2 Transferred from the Bhagalpur railway and part of
 1 Lardham-Lugh railway.
 Note.—For working expenses for 1901.

of each railway (by systems).

40 and 46 of Report)

the code letters used to express railway systems

Appendix 24. Working expenses.

[illegible]

CITIZING

12.0	27	2.91	2.90	4	7.27	1.75	91	31	11.91	53	11.94	12.11	42	11				79			21	1047
12.75	36	2.71	6.0	5	7.81	1.87	1.0	32	11.87	74	6.0	11.84	41	12	6		14	77	24	14	24	1048
12.00	27	1.1	1.1	6	10.21	2.29	2.00	21	11.22	64	6.19	12.11	19	12	9	6	14	1.03	69	12	20	1050
14.00	25	1.71	1.11	4	11.01	1.09	1.02	21	11.11	67	0.19	11.21	11	11	9	11	17	70	24	12	40	1040
15.01	11	1.01	5.0	1	1.0	1.02	1.72	3	11.11	71	6.71	15.41	11	11	9	12	10	110	51	11	11	1001

LEONARD

21.70	20	50	101	6	7.27	1.70	1.1	20	7.5	9.08	78	17.73	1.1	75	18	1.20	20	1907
20.1	20	50	10	5	1.5	1.1	1.1	25	5.1	15.7	87	17.51	10.8	75	20	12	19	1898
21.0	20	100	2.01	-	-	1.5	0	11	1	10	1.0	17.80	18.70	88	18	11	11	1899
22.01	55	57	17	2	11	20	1.1	20	5.5	18.40	91	18.11	25	120	12	10	13	1900
58.2	60	75	17	1.1	10	9.50	1.0	1.1	5	10	17.91	96	19.8	20.1	100	17	11	1901

CARRIAGE AND WAGON.

0.76	1	1.7	16	20	8	66	1.7	17	2.21	7.01	1	1	1	1	17	1	4	1447
4.07	3	1.1	11	21	3	11	1.5	16	2.2	1.7	15	1	2	1	11	9	5	1404
4.11	5	1.2	6.2	1	1	68	1.5	19	1.5	6.1	17	1	4	2	11	10	22	1400
4.1	4	1	1	1	1	73	1.5	21	1.17	5.01	1	1	3	1	65	9	6	1381
	1	1	1	1	1	74	1.5	21	1.17	5.01	1	1	1	1	61	10	6	1391

8.06	3	1	1.00	6	1.01	1.22	71	1	1	1.00	1	1	1.00	11	1	1	1.00	61	1	1	1.00	21	100	
8.07	3	1	1.01	6	1.01	1.22	71	1	1	1.00	1	1	1.00	12	21	1	1	1.00	61	1	1	1.00	21	100
8.08	3	1	1.01	6	1.01	1.22	71	1	1	1.00	1	1	1.00	13	17	1	1	1.00	61	1	1	1.00	21	100
8.09	3	1	1.01	6	1.01	1.22	71	1	1	1.00	1	1	1.00	14	17	1	1	1.00	61	1	1	1.00	21	100
8.10	3	1	1.01	6	1.01	1.22	71	1	1	1.00	1	1	1.00	15	17	1	1	1.00	61	1	1	1.00	21	100
8.11	3	1	1.01	6	1.01	1.22	71	1	1	1.00	1	1	1.00	16	17	1	1	1.00	61	1	1	1.00	21	100
8.12	3	1	1.01	6	1.01	1.22	71	1	1	1.00	1	1	1.00	17	17	1	1	1.00	61	1	1	1.00	21	100

64.	31	40	2.41	2	1.4	1.11			11	107
67.3	29	40	2.27	1	1.4	1.10		11	11	100
69.0	2	20	1.12	2	1.4	1.1		0	10	100
61.5	4	21	1.10	2	1.10	1.1		5	1	100
6.16	1	10	1.21	1	1.10	1.10		0	1.2	1001

Total *

[illegible]

boat, direct charges and contribution to Provident Fund
operated from 11:20 April 1961 to
to the Waikanae railway from the 1st January 1961

44 per train-mile, see Appendices 26 and 27

Appendix 25.

Proportion of expenses to earnings.

APPEN

Proportion per cent. of working expenses

(Referred to in paragraph—

N B—A reference to Appendix 2 will furnish the key to

Year	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	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DIX 25.

Appendix 25.
Proportion of expenses to earnings.

to gross earnings of each railway (by systems.)

40 and 45 of Report).
the code letters used to express railway systems

3' 3 1/2".												2' 0".					2' 0".				Change.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class. No.	
B. D.	D. S.	A. B.	D.	B. & N. W.	B. & A. K. P. L. (a) & (b)		J. D.	U. C.	B. & J. P.	S. M.	W. J. P.	S. I.	B.	M. R. W.	B. L.	D. P.	R. K. L.	T. D.	D. H.	H. A.	H. S.	J.	Calendar Year.

ENGINEERING DEPARTMENT.

9-31	35	4-25	8-11	12-11	13-16	..	7-36	2-21	13-33	12-65	22-22	12-29	11-35	9-26	10-11	..	..	..	10-67	..	..	21-11	1897
13-54	32-07	10-08	14-86	12-14	12-31	..	14-07	19-06	14-64	16-56	21-36	10-56	11-28	11-61	9-16	11-22	..	21-36	10-20	11-76	17-03	21-71	1908
9-57	16-04	26-20	11-89	13-14	13-13	..	11-01	11-15	12-14	15-71	10-19	8-31	14-63	10-08	7-18	13-03	10-06	18-47	14-30	1-44	16-60	31-78	1-40
7-06	17-89	25-90	11-54	13-73	11-00	..	10-52	8-29	10-80	15-44	20-06	9-97	12-13	10-02	10-07	11-08	15-23	17-08	4-61	10-97	15-47	50-33	1900
6-76	19-31	25-56	7-78	12-35	10-34	‡	16-61	11-63	17-01	18-04	20-13	8-35	13-03	11-51	6-74	11-30	16-08	17-81	13-51	11-40	14-05	14-00	1901

LOCOMOTIVE.

8-42	10-69	31-04	20-15	6-78	11-06	..	14-52	16-63	16-82	20-28	42-37	18-09	17-84	18-17	17-11	..	..	..	17-27	..	..	20-74	1897
9-19	11-25	15-42	29-77	8-49	10-05	..	14-19	17-20	17-23	21-14	37-57	20-12	17-71	19-41	17-84	10-06	..	15-16	14-05	12-27	12-13	17-15	1908
9-30	11-16	13-25	18-10	10-62	10-14	..	14-47	1-10	1-50	21-71	18-01	20-25	20-61	20-54	11-15	20-11	11-97	14-17	19-18	12-36	14-53	19-31	1-39
10-72	11-25	14-92	32-55	11-24	9-79	..	20-02	1-54	16-11	21-71	25-09	17-82	20-61	22-44	9-27	19-17	15-21	15-56	14-52	14-46	13-00	19-22	19-00
1-12	12-34	11-76	32-56	10-15	11-21	‡	21-67	17-71	16-61	22-07	26-86	15-14	22-21	27-51	10-15	16-57	16-28	17-51	15-46	17-51	16-33	49-29	1901

CARRIAGE AND WAGON.

1-2	5-01	2-14	2-30	2-6	3-51	..	2-04	1-30	3-11	4-11	9-13	5-19	4-04	2-71	7-15	..	..	..	6-28	..	..	4-30	1-97
1-12	5-17	3-10	5-18	2-2	3-15	..	1-50	2-21	2-25	3-58	5-32	6-02	4-77	1-07	3-32	3-31	..	5-38	5-87	1-72	1-73	5-12	1-93
2-12	5-15	3-20	15-31	2-15	3-57	..	1-68	5-04	2-07	6-30	3-15	5-00	1-71	1-05	3-31	5-11	4-53	5-01	7-14	3-84	1-26	22-11	1900
2-05	5-15	3-60	10-61	3-21	7-07	..	2-18	1-32	1-06	6-07	6-29	5-02	1-42	1-03	2-30	4-26	3-63	7-36	8-09	3-54	2-00	7-37	1-60
1-14	5-11	1-33	2-10	2-70	1-11	‡	4-30	6-67	3-50	6-27	5-01	5-14	5-11	1-51	1-54	6-2	1-70	5-11	6-03	3-63	3-47	7-30	1901

TRAFFIC

10-1	5-24	10-01	17-25	7-72	9-75	..	5-94	8-21	19-16	9-62	25-26	5-07	10-18	10-37	11-51	..	..	..	8-61	..	..	21-11	1-97
11-02	6-18	12-57	17-60	7-79	8-10	..	5-21	8-75	10-77	11-5	22-59	9-11	10-75	11-07	17-01	23-78	..	17-73	7-79	10-10	27-24	19-64	1-99
11-19	6-20	12-52	18-31	7-21	7-75	..	4-03	8-18	9-02	11-11	10-04	8-91	10-33	10-02	10-62	24-18	31-13	16-16	9-15	17-59	27-04	19-52	1-99
10-11	6-43	17-54	15-06	8-12	7-19	..	5-55	6-76	9-51	10-60	17-21	..-52	9-27	11-16	12-79	20-51	28-22	19-09	8-56	18-34	29-13	21-05	19-00
9-18	6-58	17-73	13-25	8-47	8-46	‡	5-60	9-00	9-97	11-01	15-19	7-22	9-12	10-60	10-06	19-39	20-05	19-77	7-79	10-03	25-25	19-10	1901

GENERAL

10-04	9-78	25-11	7-14	6-43	11-49	..	3-29	6-08	9-75	9-16	25-02	6-75	6-29	8-61	31-18	..	..	..	9-02	..	..	11-15	1907
10-78	9-80	17-16	7-11	6-24	9-74	..	3-21	8-79	10-61	12-53	11-20	7-29	7-01	10-09	30-05	17-01	..	11-77	9-50	10-20	15-01	11-50	1901
9-03	8-73	20-18	7-07	5-85	8-07	..	2-74	6-87	9-33	10-74	10-72	7-16	7-77	10-60	24-50	18-15	10-75	13-03	11-47	5-17	7-44	12-54	1-30
7-03	8-29	18-14	6-74	6-10	8-78	..	3-25	5-54	8-61	9-20	25-73	7-20	6-22	7-71	20-63	15-06	9-62	13-03	9-04	4-67	7-29	12-35	19-00
11-21	8-20	20-22	5-75	5-73	9-51	‡	4-13	7-74	10-71	10-13	26-73	6-15	6-30	9-50	22-71	15-52	9-71	17-57	10-87	5-57	7-10	11-18	1901

PROPORTION OF TOTAL WORKING EXPENSES TO GROSS EARNINGS.

19-27	68	9-102	71	63	22	43	7-	59	16	...	34	67	6-18	36	83	57-03	1-0	40	33	15	5-25	50	10	79	09	...	...	..	35	29	..	..	25	33	1897									
57-40	25	79	98	81	79	17	13	37	51	58	...	40	85	57	33	59	67	70	17	119	87	54	01	57	87	26	41	81	13	71	04	...	10	40	33	99	54	56	72	12	70	02	1906		
56-63	18	51	40	03	79	03	46	67	50	00	...	39	99	50	21	51	02	67	78	71	21	32	60	50	45	10	06	58	63	81	37	81	84	72	51	61	05	53	03	70	77	106	16	1900	
44-42	10	26	73	69	74	40	49	21	47	97	...	41	30	41	50	50	26	63	73	130	04	50	49	55	42	62	40	67	80	72	03	71	05	73	12	30	24	51	09	64	71	118	07	1900	
49-65	51	80	78	00	61	44	14	50	41	80	70	00	53	39	57	64	57	20	70	45	113	20	46	61	58	02	65	00	52	89	70	23	76	03	70	41	61	14	86	21	70	52	105	01	1901

and partly to the Madrid railways. ‡ Information not available which has been closed from 25th March 1900 and subsequently abandoned. § Including special and miscellaneous and steam-boat expenses.

Appendix 26.

Mileage expenses.

APPEN

Working expenses per mean mile

(Referred to in paragraphs

Note.—A reference to Appendix 2 will furnish the key

GAUGE.

5' 6"

Class: No.

13

Calendar year.	E. B. system.				B. C.	R. N. (a) & (b)	E. C.	P. T.	O. & R.	N. W. system.			G. I. P.			J. B. & C. I.			N. G. S. system.			Madras system.		D. D. S.
	E. I.	5' 6" gauge	Other gauges	Com. arc						Mily. arc	Total.	(a) (b) (c)	(d) (e) (f) (g) (h) (i) (j) (k) (l) (m) (n) (o) (p) (q) (r) (s) (t) (u) (v) (w) (x) (y) (z) (aa) (ab) (ac) (ad)	(a) (b) (c)	(d) (e) (f) (g) (h) (i) (j) (k) (l) (m) (n) (o) (p) (q) (r) (s) (t) (u) (v) (w) (x) (y) (z) (aa) (ab) (ac) (ad)	(a) (b) (c)	(d) (e) (f) (g) (h) (i) (j) (k) (l) (m) (n) (o) (p) (q) (r) (s) (t) (u) (v) (w) (x) (y) (z) (aa) (ab) (ac) (ad)							
ENGINEERING DEPARTMENT																								
1897	2,321	3,024	1,003	1,411	935			4,104	1,520	2,215	1,438	1,077	3,091	704	4,652	1,111	1,612	...	1,504	.	742	3,323		
1898	2,211	2,810	1,321	1,311	1,031	935		4,751	1,251	1,506	1,347	1,681	2,664	778	3,075	1,000	1,304	...	1,401	...	984	3,216		
1899	2,776	5,134	1,254	1,20	1,444	850		4,024	1,251	1,466	1,781	1,541		870	3,151	1,401	1,530	...	1,401	2,501	742	1,800		
1900	3,017	4,053	1,136	1,166	1,011	1,134		4,001	1,514	1,131	1,204	1,201	1,077	840	3,511	1,711	2,212	711	1,637	...	406	2,033		
1901	3,122	3,873	1,111	1,311	1,101	†		5,111	1,501		1,301	1,441	2,201	613	1,911	1,111	02	...	1,171	801		2,060		

LOCOMOTIVE DEPARTMENT.

1897	2,551	4,561	1,001	1,121	1,030	1,321	5,172	1,511	2,101	1,101	2,211	4,671	1,31	4,21	1,761	1,131	...	2,101	...	714	1,020
1898	3,154	3,111	1,042	921	1,001	1,231	5,621	1,101	2,171	1	1,111	5,001	1	1,51	1,611	1,11	...	2,401	...	714	1,108
1899	3,191	3,415	1,008	1,081	1,140	1,143	4,991	1,212	2,792	1,11	2,301	5,211	1	4,131	2,112	1,51	51	2,801	1,21	714	1,241
1900	3,471	3,814	1,143	1,057	1,278	1,47	8,191	1,832	2,11	1,121	1,201	5,201		1,521	2,011	1,141	77	2,101	1,21	616	1,270
1901	3,601	4,147	1,243	1,163	1,199	†	7,513	1,753	3,401	1,153	2,531	5,097		1,731	2,112	1,441	601	2,10	1,11	690	1,315

CARRIAGE AND WAGON DEPARTMENT

1897	97	1,045	304			101	2,101	3	512	141	301	1,911	111	1,612	401	311		718		81	577
1898	941	1,114	322	301		241	1,305	478	502	11	41	2,176	314	1,915	497	114		556		131	541
1899	941	1,601	304	33		211	1,4	710	613	101	41	1,301	307	2,041	501			525		101	581
1900	1,011	1,733	301			251	5,828	615	548	171	441	1,102	317	1,011				571		111	621
1901	1,011	2,201	470		31		4,601	411	810	201	641	1,309	380	1,204		372				160	577

TRAFFIC DEPARTMENT

1897	1,004	1,780	841	901	640	601	13,801			304	901	1,011	51		841	750		001		824	506
1898	2,028	4,141	931	1,032	637	672	15,441	827	1,031	401	87	2,001	541	1,721	807	747		1,016		821	600
1899	2,108	4,051	941	942	637	670	15,005	801	1,010	451	86	2,001	541	1,571	81	774		1,012	470	852	673
1900	2,151	4,131	941	1,064	742	737	20,005	941	1,011	451	851	2,121	511	1,561				1,011	572	581	733
1901	2,163	4,131	1,601	1,011	701		19,811	1,041	1,121	471	931	2,001	604	1,430	1,01	761		982	632	413	787

GENERAL CHARGES.

1897	1,429	444	934	611	542	1,825	476	401	271	421	911	554	1,002	620	820	...	677	.	852	916	
1898	1,434	460	1,062	631	581	2,645	435	401	200	410	891	521	921	720	753	...	668	...	717	945	
1899	1,044	448	441	1,039	631	505	2,339	411	401	251	411	878	513	814	622	761	174	690	160	687	948
1900	1,041	1,41	411	1,068	608	533	2,968	472	471	270	422	942	470	747	570	721	204	724	220	406	9
1901	1,121	1,417	405	1,101	608		2,873	476	491	270	427	1,018	329	868	610	714	507	622	221	506	926

TOTAL WORKING EXPENSES.*

1897	2,409	16,440	3,531	5,183	3,721	3,525	28,701	5,492	7,208	3,502	6,074	12,500	3,834	13,170	4,100	5,024		6,577		3,260	6,480
1898	10,244	14,087	4,215	5,051	3,500	3,710	32,671	4,560	6,725	3,316	5,795	13,620	3,847	12,230	5,000	4,813		6,317		4,176	6,476
1899	11,033	16,700	4,001	5,025		3,516	29,780	4,013	6,632	3,722	5,795	13,102	4,102	12,470	5,785	5,417	1,044	6,57	6,937	3,324	5,303
1900	11,521	17,000	4,192	5,614	4,371	4,201	42,101	3,599	6,279	3,355	5,452	12,818	4,246	13,193	6,853	6,167	2,209	6,507	4,461	2,178	5,720
1901	12,165	17,137	5,000	5,400	4,300		41,031	4,118	7,186	3,600	6,159	12,834	3,885	9,604	6,993	4,370	2,702	6,160	6,121	2,234	5,813

* Includes special and miscellaneous expenditure, direct charges,

† Transferred partly

‡ Information

N.B.—Excludes Cherra-Companyganj railway which

DIX 26.

worked of each railway (by systems.)

40 and 45 of Report.)

to the code letters used to express railway systems.

Appendix 26.
Mileage expenses.

3' 3 1/2"												2' 6"					2' 0"				Gauge.
14	15	16	17		18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class. No.
A. B.	D.	B. & N. W.	R. & K. SYSTEM.	P. L.	J. B.	U. C.	R. G. I. P.	S. M.	W. L. P.	S. I.	D.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	J.	Calendar year.
			R. & K. (a) & (b)	P. L. (c)																	

ENGINEERING DEPARTMENT.

850	874	891	625	...	240	588	682	766	1,056	1,057	1,403	447	501				1,541			814	1897	
2,070	956	888	673	...	493	471	657	763	1,054	831	1,371	414	511				911	1,509	1,158	624	891	1898
1,030	1,034	967	812	...	551	373	598	765	1,144	744	1,314	510	541	278	521		870	2,017	1,388	561	1,011	1899
1,016	867	974	707	...	406	312	561	841	1,315	837	1,264	441	602	280	543		851	1,373	978	608	2,815	1900
942	784	941	651	‡	509	441	57	910	1,475	792	1,340	438	521	302	560		753	2,087	1,080	719	412	1901

LOCOMOTIVE DEPARTMENT.

641	1,206	646	571	...	404	341	841	1,221	1,487	1,571	1,724	823	834				2,539			708	1897	
641	1,005	655	541		491	431	771		1,624	1,580	1,711	711	1,011	361			663	2,671	1,611	444	611	1898
632	1,713	781	627		672	511		1,035	2,021	1,614	1,921	920	831	435			687	2,717	1,072	401	711	1899
565	2,372	704	502		771	711	831	1,111	1,935	2,081	2,007	1,276	511	482	491		751	2,241	1,903	405	642	1900
544	3,281	783	701	‡	691		601	1,121	1,031	1,571	2,221			441	511		713	2,051	1,513	651	1,141	1901

CARRIAGE AND WAGON DEPARTMENT.

80	145	102	157	...	91	111	241	315	471	443							921			141	1897
151	541	164	172	...	51	147	271	316	474	451			300	76			861	371	172	181	1898
125	1,065	181	211	...	161	141	311	371	444	441	181	242	116	131	381		1,001	371	144	831	1899
141	774	227	211	...	161	61	111	311	411	411	181	111	91	247	351		1,275	314	101	221	1900
150	212		277	‡	71	21	151	351	411	481		172	143	161			1,064	331	131	21	1901

TRAFFIC DEPARTMENT.

556	1,002	507	437	.	201	161	527	551	771	907	470	787	..				1,176			814	1897	
513	1,170	551	457	...	152	207	481	514	741	1,032	441	1,065	560				711	1,003	1,297	851	712	1898
502	1,131	532	474	...	101	281	471	541	714	901	447	766	514	1,064			781	1,325	1,501	942	723	1899
533	1,164	501	477		211	111	414	577	1,12.	707	942	501	605	514	605		801	1,351	1,542	1,013	711	1900
506	1,136	653	524	‡	181	201	411	561		681	962	405	784	511	1,012		1,191	1,538	1,001	551	1901	

GENERAL CHARGES.

826	515	473	514	...	115	124	461	554	1,037	580	683	310	1,575				1,451			381	1897	
781	526	453	525	...	112	207	471		1,784	574	733	370	1,814	401			631	1,411	501	540	411	1898
802	491	430	517	...	127	212	460	523	1,872	572	727	473	1,778	361	530		601	1,401	454	251	461	1899
712	401	446	521	...	127	262	447	501	1,871	601	612	346	1,714	381	341		650	1,431	411	251	416	
641	579	442	597	‡	134	252	447	531	1,921	612	643	361	1,772	401	331		733	1,671	532	283	423	

TOTAL WORKING EXPENSES.*

3,040	4,002	2,943	2,661	...	1,171	1,323	2,811	3,448	5,948	4,360	835	2,280	3,283				3,051			2,002	1897	
4,305	5,323	2,878	2,790	...	1,544	1,380	2,632	1,233	5,824	4,321	5,467	2,249	4,800	1,705			3,271	8,101	4,501	2,640	2,867	1898
5,135	5,550	3,201	3,100	...	1,811	1,774	2,358	3,707	6,753	4,208	5,481	2,854	4,240	1,734	2,51		3,431	9,085	4,721	2,388	3,947	1899
3,060	5,746	3,234	2,900	...	1,711	1,761	2,609	3,530	6,715	4,180	5,500	2,803	3,798	1,799			3,501	8,604	4,647	2,481	3,853	1900
2,870	6,146	3,196	2,817	1,185	1,631	1,864	2,352	3,583	7,028	4,390	5,825	2,470	4,106	1,877	2,663	3,347	9,300	5,104	2,206	3,063	1901	

rent of leased lines and contribution to Provident Fund.
to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901.
not available.
has been closed from 25th March 1900 and subsequently abandoned.

Appendix 27. Train-mile expenses.

APPEN

Working expenses per train-mile

(Referred to in paragraphs

N.B.—A reference to Appendix 2 will furnish the key

GAL GF.		5'6"													
Class No.		1	2	3	4	5	6	7	8	9	10	11	12	13	
Calendar year.	F. L.	F. R. SYSTEM.	B. C.	B. N. & (L)	E. C.	O. & R.	N. W. SYSTEM.	G. I. P. SYSTEM.	H. B. & C. I. SYSTEM.	N. G. S. SYSTEM.	MADRAS SYSTEM.	B. D.	D. S.		
		5' 6" range (a)	Other ranges (b) to (e)				Com. Mily. Total	(a) to (c)	(d) to (f) & (g)	(h) to (i) & (j)	(k) to (l) & (m)				

ENGINEERING DEPARTMENT.

1897	0.34	0.37	0.35	0.31	0.45	0.42	0.56	0.9	1.07	0.06	0.31	0.39	1.06	0.40	0.61	...	0.49	...	0.43	1.28
1898	0.32	0.42	0.41	0.44	0.40	0.55	0.44	0.49	1.04	0.56	0.42	0.40	0.72	0.35	0.49	...	0.49	...	0.78	1.10
1899	0.37	0.63	0.37	0.44	0.54	0.47	0.41	0.42	1.32	0.53	0.43	0.42	0.73	0.43	0.49	...	0.45	0.90	0.69	0.56
1900	0.39	0.64	0.35	0.45	0.5	0.47	0.47	0.41	0.12	0.4	0.31	0.39	0.77	0.44	0.62	0.45	0.49	...	0.42	0.71
1901	0.39	0.51	0.35	0.43	0.48	†	0.42	0.11	0.85	0.45	0.35	0.39	0.12	0.42	0.33	0.45	0.34	0.16	0.39	0.72

LOCOMOTIVE DEPARTMENT.

1897	0.37	0.17	0.35	0.35	0.50	0.63	0.60	0.21	0.74	0.77	0.73	0.56	0.63	0.52	...	0.52	...	0.43	0.42
1898	0.4	0.41	0.34	0.32	0.51	0.72	0.49	0.8	0.74	0.79	0.72	...	0.53	...	...	...	...	0.55	0.40
1899	0.43	0.45	0.32	0.37	0.52	0.60	0.41	0.78	0.87	0.79	0.81	0.74	...	0.57	0.62	0.89	1.16	0.65	0.42
1900	0.45	0.51	0.31	0.35	0.50	0.61	0.57	0.84	0.90	0.85	0.84	0.72	...	0.49	0.48	...	1.42	0.61	0.45
1901	0.45	0.65	0.31	0.41	0.5	†	0.49	0.84	0.78	0.88	0.72	...	0.69	0.52	0.41	0.75	1.57	0.61	0.44

CARRIAGE AND WAGON DEPARTMENT.

1897	0.13	0.13	0.10	0.15	0.15	0.16	0.30	0.14	0.11	0.10	0.25	0.17	0.17	0.11	0.13	...	0.21	...	0.01	0.23
1898	0.13	0.17	0.10	0.13	0.13	0.1	0.18	0.16	0.12	0.15	0.21	0.17	0.13	0.16	0.11	...	0.19	...	0.11	0.20
1899	0.13	0.23	0.10	0.11	0.12	0.12	0.27	0.17	0.13	0.17	0.25	0.11	0.4	0.15	0.12	0.03	0.17	0.01	0.17	0.10
1900	0.13	0.22	0.14	0.07	0.11	0.10	0.20	0.1	0.13	0.10	0.11	0.14	0.41	0.20	0.01	0.03	0.17	0.01	0.12	0.22
1901	0.13	0.30	0.15	0.09	0.15	†	0.11	0.21	0.14	0.1	0.1	0.1	0.3	0.21	0.13	0.01	0.15	0.01	0.14	0.20

PAID DEPARTMENT.

1897	0.5	0.47	0.30	0.11	0.1	0.33	0.31	0.1	0.3	0.31	0.32	0.10	0.39	0.30	0.29	...	0.31	...	0.42	0.25
1898	0.5	0.53	0.31	0.34	0.1	0.32	0.2	0.2	0.35	0.27	0.3	0.21	0.40	0.27	0.28	...	0.31	...	0.61	0.22
1899	0.24	0.54	0.30	0.1	0.11	0.13	0.50	0.10	0.3	0.50	0.32	0.1	0.36	0.25	0.21	0.34	0.32	0.17	0.57	0.23
1900	0.5	0.1	0.29	0.35	0.27	0.11	0.31	0.12	0.35	0.3	0.34	0.14	0.34	0.24	0.24	0.24	0.31	0.23	0.60	0.26
1901	0.20	0.57	0.1	0.17	...	†	0.1	0.22	0.31	0.29	0.1	0.20	0.41	0.27	0.27	0.21	0.29	0.25	0.36	0.27

GENERAL CHARGES.

1897	0.11	0.16	0.15	0.29	0.11	0.14	0.17	0.15	0.20	0.14	0.13	0.20	0.23	0.22	0.32	...	0.22	...	0.51	0.38
1898	0.14	0.19	0.15	0.35	0.30	0.34	0.15	0.13	0.20	0.14	0.11	0.25	0.22	0.20	0.25	...	0.22	...	0.42	0.35
1899	0.14	0.10	0.14	0.15	0.31	0.1	0.15	0.13	0.20	0.14	0.14	0.21	0.19	0.18	0.22	0.20	0.22	0.06	0.63	0.33
1900	0.14	0.1	0.14	0.34	0.1	0.22	0.15	0.13	0.21	0.16	0.15	0.21	0.16	0.14	0.21	0.17	0.22	0.10	0.42	0.34
1901	0.14	0.20	0.15	0.42	0.26	†	0.13	0.12	0.15	0.13	0.17	0.14	0.25	0.16	0.25	0.26	0.18	0.09	0.44	0.32

TOTAL WORKING EXPENSES.*

1897	1.36	1.7	1.31	1.60	1.72	1.85	1.06	1.72	2.60	2.01	2.09	2.65	3.08	1.75	2.02	...	2.12	...	1.95	2.57
1898	1.42	1.84	1.35	1.74	1.80	2.17	1.65	1.83	2.57	1.71	2.30	1.97	2.58	1.61	1.90	...	2.06	...	1.88	2.28
1899	1.46	2.20	1.26	1.70	1.87	1.85	1.61	1.85	2.92	1.98	2.11	1.98	2.86	1.65	2.01	1.71	2.09	2.51	2.99	1.74
1900	1.50	2.22	1.31	1.74	1.88	1.77	1.5	1.95	2.57	2.04	1.95	1.85	2.55	1.74	1.74	1.41	2.10	1.96	2.25	1.99
1901	1.52	2.35	1.59	2.07	1.80	†	1.52	2.35	1.89	2.01	1.63	2.73	1.81	1.91	1.44	1.80	2.46	1.94	2.01	

* Includes special and miscellaneous expenditure, direct

† Transferred partly

‡ Information

N.B.—Excludes Charra-Companyganj

of each railway (by systems).

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to the code letters used to express railway systems.

3' 31".										3' 0".					3' 0".				GAUGE.		
14	15	16	17		18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	CLASS No.
A. B	D.	B. N & W.	R & K B. & R	P. L	J. B.	U. C.	B. G. J. P.	S. M.	W. L. P.	S. L.	R.	M. K. W.	B. L.	B. P.	R. K. L.	F. B.	D. H.	H. A.	H. S.	J.	Calendar year.

ENGINEERING DEPARTMENT.

064	031	035	037	024	046	020	055	022	024	011	.	.	048	...	...	074	187
130	031	034	037	017	.	44	058	022	03	049	01	.	058	04	055	026	080
070	034	036	031	043	046	041	050	24	042	027	047	012	034	055	063	031	074
074	027	030	034	031	040	037	053	020	021	011	100	012	037	052	037	017	031
083	020	035	030	041	028	051	045	053	.	02	011	021	040	070	030	042	031

LOCOMOTIVE DEPARTMENT.

0 51	0 46			0 47	0 45	0 79	0 41	1 49	0 49	0 55	0 41	0 14	.	...	..	0 79	..	..	0 65	18 15
0 44	0 62	0 26	0 70	0 47	0 57	0 18	0 57	1 51	0 51	0 57	0 44	0 18	0 16	..	0 42	0 06	0 45	0 25	0 57	18 00
0 43	0 57		0 30	0 55	0 64	0 58	0 57	0 89	0 52	0 2	0 44	1 00	0 20	0 33	0 42	0 54	0 44	0 31	0 61	18 30
0 43	0 74	0 24	0 20	0 56		0 57	0 54	1 12	0 51	0 67	0 51	1 20	0 19	0 31	0 45	0 79	0 41	0 24	0 63	19 00
0 45		0 20	0 11	0 61		0 61	0 55	1 01	0 57	0 74	0 60	0 45	0 16	0 38	0 40	0 21	0 57	0 37	1 10	19 01

CARRIAGE AND WAGON DEPARTMENT.

[illegible]

TRAFFIC DEPARTMENT.

	0°30	0°23		0°19										0°37	..	..	0°74	1895
0°15	0°30			0°18	3.	0°31				0°15	0°21	0°16	0°37	0°61	0°50	0°18	1896	
0°34	0°17	0°20	0°31	0°15	1.	0°27				0°10	0°22	0°21	0°43	0°41	0°63	0°56	0°63	1897
0°33	0°30			0°16			0°30			1°31	0°21	0°17	0°48	0°30	0°63	0°51	0°70	1898
0°45	0°42	0°24	0°24	0°16		0°31				0°40	0°19	0°20	0°50	0°37	0°55	0°51	0°46	1899

GENERAL CHARGES.

0 62	0 19	0 19	0 30	..	0 10	0 10	0 31	0 21	1 03	0 15	0 21	0 11	0 34	...	..	0 45			0 35	16 10	
0 49	0 16	0 18	0 29	...	0 10	0 24	0 31	0 13	1 04	0 18	0 23	0 22	0 31	0 18	...	0 42	0 47	0 17	0 31	0 39	16 10
0 54	0 17	0 16	0 26	...	0 10	0 26	0 14	0 28	0 82	0 19	0 23	0 25	2 11	0 17	0 24	0 31	0 50	0 18	0 14	0 40	17 00
0 52	0 17	0 17	0 26	..	0 09	0 27	0 31	0 21	1 14	0 20	0 20	0 15	3 15	0 15	0 23	0 31	0 31	0 16	0 15	0 41	17 00
0 57	0 18	0 11	0 27	?	0 18	0 31	0 10	0 26	1 01	0 20	0 21	0 10	2 16	0 15	0 22	0 45	0 49	0 19	0 16	0 35	17 00

TOTAL WORKING EXPENSES.*

2'30	1 43	1 18	1'58	...	1'13	1 76	1'91	1 36	5'94	1 38	1 70	1 25	0 65	...	...	...	2'47		2'65	1899	
2 70	1'64	1 12	1'53	...	1 27	1 82	1'99	1 86	5 41	1'38	1 74	1 25	0 83	0 72		2 13	2'56	2'18	1'53	2 71	1898
2'12	1'82	1 19	1'50	...	1'41	2'07	1 90	1 78	2 06		1'76	1 37	5 11	0'75	1 81	2 09	2 78	1 94	1'44	3'40	1892
2 23	1'79	1'20	1'40	.	1'59	2'01	1'75	1'61	4 08	1'43	1'77	1 17	7'41	0'78	1'07	2'12	2'38	1 77	1 44	3'78	1902
2'34	1 06	1'18	1 31	0 81	1'46	2'48	2'00	1'77	3 45	1'47	1'91	1 40	5 01	0'68	1'80	2 05	2'49	1'82	1 01	2'55	1901

charges, rent of leased lines, and contribution to Provident Fund to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901.
not available.
railway which has been closed for traffic from 25th March 1900 and subsequently abandoned.

Appendix 29.
Coal production.

APPENDIX 29.

Coal produced in India during the Calendar years 1885 to 1901.

(Referred to in paragraphs 33 and 43 of Report)

YEARS	QUANTITY PRODUCED IN EACH PROVINCE.												Quantity of Indian coal consumed by railways in India.	QUANTITY OF INDIAN COAL EXPORTED BY RAILWAYS		QUANTITY OF FOREIGN COAL IMPORTED INTO INDIA	
	Bengal	Central Provinces	Assam	Central India	Nizam's Territory	Punjab	Baluchistan	Bihar	Madrass	Burma	North-Western Provinces & Oudh	Total.		To India ports, excluding Burma.	To ports outside India, including Burma.	From United Kingdom	From other countries
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885.	1,123,700	119,116	43,707	7,600								1,291,221	496,716		500	778,643	40,659
1886.	1,186,802	117,287	70,851	13,531								1,388,467	470,075			608,482	44,652
1887.	1,319,090	128,981	82,302	15,417	3,259	7,521	411					1,546,983	488,774		315	786,149	43,010
1888.	1,380,394	157,768	101,529	41,500	13,382	11,219	2,802					1,706,903	551,770	4,212	15,726	785,776	20,463
1889.	1,541,350	144,463	106,776	52,050	59,646	22,831	8,238					1,824,512	715,240	12	30,012	717,024	52,150
1890.	1,626,245	137,022	145,008	77,842	125,480	40,677	15,741					2,168,921	654,8		26,136	1,117,725	21,857
1891.	1,747,122	141,756	154,208	60,741	144,805	60,714	10,398					2,326,577	707,142		4,515	726,061	17,344
1892.	1,920,050	132,005	104,005	82,623	140,601	60,352	13,254	61	3,600			2,237,601	885,412		15,725	628,374	23,123
1893.	1,902,866	135,118	104,420	94,348	157,481	77,891	10,004	502	6,216			2,562,001	1,024,000		52,302	1,031,9	18,066
1894.	2,035,034	140,401		2,117	240,525	106,007		1,117	12,111			2,323,907	1,062,746	143,813	154,092	1,075,043	57,112
1895.	2,271,155	122,770		17,717	118,470	11,913	77,431	25,452	1,117	17,280		2,500,010	1,110,621	162,276	211,407	1,075,075	15,458
1896.	3,037,922	141,185		177,250	11,000	262,081	70,017	400	2,000	1,000		3,653,600	1,010,000	300,842	101,000	1,244,420	0,212
1897.	3,142,407	131,600	195,533	124,778	107,050	97,792	12,043		11,172			4,060,000	1,320,000	731,742	100,079	210,25	47,016
1898.	3,622,000	149,702		114,726	114,622	83,502	13,377	511	6,015			4,008,196	1,423,000	737,000	100,000	207,000	34,000
1899.	4,035,265	156,576	225,623	104,500	401,216	81,835	15,222	4,249		8,103		5,003,260	1,501,000	672,311	167,306	406,451	112,054
1900.	4,078,497	170,942	216,736	104,480	400,000	74,000	23,281	0,000		10,220		0,110,000	1,207,100	1,000,000	100,000	91,710	43,000
1901.	5,509,431	191,516	256,000	104,362	421,218	67,000	24,656		10,000			6,000,000	1,000,000	1,000,000	100,000	272,000	70,000

* Up to 1893 figures in this column relate to official years and exclude exports to Burma ports.

APPENDIX 30.

Collieries owned and worked by Railways or the State.

(Referred to in paragraph 44 of Report.)

PARTICULARS.	KURHURAREE AND SRAMPORR.		WAPORA.		DANDOT.		KHOOT.		REMARKS.
	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	
Name of owner . . .	East Indian Railway.		State		North State	Western Railway	North State	Western Railway.	
Capital outlay . . . Rs.	15,09,261 ^a	15,00,157 ^a	16,65,993	16,23,122	†1,16,891	1,25,136	1,44,989	2,05,626	^a This outlay is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880. [†] Revised figures.
Output { Large Coal Tons	440,923	473,078	105,573	117,187	44,408	43,282	10,792	12,172	
Small Coal Tons.	31,530	24,927	27,357	30,183	4,769	4,845	1,003	1,203	
Slack Coal Tons.	55,121	61,165	...	...	24,906	19,604	6,269	5,096	
Total Tons	528,574	559,170	133,930	147,470	74,083	67,731	17,664	18,471	
Quantity issued . Tons.	472,576	506,265	120,338	148,471	74,083	67,721	17,664	18,431	
Earnings . . . Rs.	10,57,067	11,21,359	6,07,603	6,91,280	7,14,417	5,51,604	2,44,355	2,17,503	
Working expenses . Rs.	10,57,067	11,21,359	4,04,080	4,13,127	4,21,511	4,02,662	2,16,643	1,70,691	
Net earnings . . . Rs.	...	...	2,03,523	2,78,153	2,92,906	1,50,942	27,712	46,812	
Percentage on Capital	...	...	12.22	15.90	†24.798	120.24	19.11	22.77	
Average No. of persons employed daily . .	7,221	7,659	790	1,165	1,326	1,536	468	438	
Number of tons raised per person employed .	73	74	169	127	41	44	38	41	
Number of persons killed .	2	3	...	1	2	...	3	6	
Number of persons injured . . .	21	23	3	4	6	3	3	2	

Appendix 31. Loads—Coaching.

APPEN

Average load and weight of Coaching

(Referred to in paragraph
N.B.—A reference to Appendix 2 will furnish the key

GAUGE.	3' 3 1/2".									
CLAS No.	14	16	17	18	19	20	21	22	23	24
Calendar year.	A. B.	B. & N. W.	R. & K. (a) & (f).	J. B.	U. C.	R. G. J. P.	S. M.	W. I. P.	S. I.	B.
AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN.										
1ST CLASS.										
1897 . . .	1'19	0'55	1'25	1'17	0	1'04	1'28	...	0'59	1'18
1898 . . .	1'41	0'43	1'40	1'31	0'78	1'26	1'40	...	0'70	1'06
1899 . . .	1'27	0'44	1'45	0'93	1'05	1'13	1'73	...	0'75	1'13
1900 . . .	1'23	0'46	1'28	0'79	1'27	0'91	1'40	...	0'76	1'14
1901 . . .	0'88	0'45	1'02	0'70	0'98	1'02	1'14	0'88	0'85	1'29
2ND CLASS.										
1897 . . .	1'84	0'90	5'72	5'55	0	7'38	3'91	...	3'84	6'50
1898 . . .	2'39	0'72	7'14	4'38	2'11	7'32	5'08	...	2'78	4'02
1899 . . .	2'59	0'78	6'13	4'21	2'39	7'73	6'59	...	2'44	4'72
1900 . . .	2'43	0'87	6'19	4'06	2'62	6'30	4'81	...	3'89	4'09
1901 . . .	1'94	0'95	5'77	3'61	2'70	6'47	3'73	4'43	3'51	5'71
INTERMEDIATE CLASS.										
1897 . . .	...	1'80	1'07	...	0	...	...	...	...	...
1898 . . .	...	1'40	2'51	...	3'34	...	...	...	...	5'63
1899 . . .	...	1'06	2'74	...	3'48	0'25	...	...	...	7'15
1900 . . .	0'22	2'24	2'60	...	5'18	4'83	...	...	...	3'98
1901 . . .	0'81	2'87	2'02	...	4'07	6'70	...	...	...	...
3RD CLASS.										
1897 . . .	202'78	210'10	167'40	44'77	0	159'75	180'78	...	222'45	215'72
1898 . . .	272'58	162'70	211'15	152'10	213'14	161'66	177'70	...	201'21	200'09
1899 . . .	280'15	177'48	211'46	410'46	244'45	140'51	171'77	...	222'91	211'55
1900 . . .	275'49	170'01	220'21	157'66	303'05	160'10	160'42	...	211'13	215'11
1901 . . .	219'78	202'02	180'92	120'96	302'41	190'73	172'13	21'74	200'93	210'19
TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN.										
1897 . . .	205'81	222'44	176'54	452'00	0	107'17	185'98	...	221'48	220'01
1898 . . .	271'41	164'55	211'15	415'31	219'50	2'44	161'77	...	201'60	213'82
1899 . . .	284'41	180'37	244'09	415'31	201'18	140'51	180'10	...	221'11	211'55
1900 . . .	275'49	170'01	220'21	302'41	11'14	181'55	160'42	...	211'13	221'43
1901 . . .	223'41	200'30	180'73	201'30	1	201'42	177'55	91'05	207'29	220'19
PERCENTAGE OF FREIGHT ON CAPACITY HAULED.										
1ST CLASS.										
1897 . . .	4'40	2'25	5'72	7'01	0	5'57	12'34	...	5'70	8'18
1898 . . .	6'07	2'01	5'88	7'07	7'14	5'06	11'54	...	7'27	6'63
1899 . . .	7'43	2'70	5'05	8'72	7'06	5'50	11'76	...	7'40	7'47
1900 . . .	7'42	2'68	4'88	6'41	7'15	4'76	11'72	...	8'33	7'59
1901 . . .	5'51	2'81	5'09	4'61	6'50	5'48	11'77	0'65	8'72	5'47
2ND CLASS.										
1897 . . .	7'40	3'44	27'67	41'17	0	23'82	22'31	...	18'36	18'41
1898 . . .	7'71	3'33	31'15	30'19	21'21	21'07	25'22	...	15'77	12'92
1899 . . .	9'02	3'87	24'82	31'94	17'57	22'88	30'04	...	16'70	12'88
1900 . . .	8'05	4'06	27'21	32'77	18'72	19'06	25'04	...	19'03	14'01
1901 . . .	7'73	4'10	41'30	20'99	17'33	18'78	23'01	3'29	10'47	21'30
INTERMEDIATE CLASS.										
1897 . . .	...	8'14	0'16	...	0	...	...	...	...	...
1898 . . .	...	7'61	10'57	...	25'02	...	...	...	...	18'77
1899 . . .	...	8'01	11'27	...	8'11	0'11	...	...	...	21'85
1900 . . .	3'02	0'66	9'40	...	0'08	17'64	...	...	...	15'51
1901 . . .	3'33	8'36	11'38	...	10'26	30'25	...	...	...	...
3RD CLASS.										
1897 . . .	36'10	42'29	35'20	...	0	47'04	43'26	...	40'98	40'34
1898 . . .	37'06	42'73	37'97	50'22	58'55	47'88	24'12	...	47'23	40'41
1899 . . .	41'48	41'57	38'44	100'06	62'04	45'56	41'85	...	51'18	49'02
1900 . . .	43'91	42'07	60'01	91'13	52'91	48'91	44'32	...	54'03	48'88
1901 . . .	44'78	47'05	40'17	49'21	62'26	52'34	43'33	63'62	38'84	40'79

* The figures for 1897 are included with the Rajputana-Malwa railway.

DIX 31—concl'd.

Appendix 31.
Loads—Coaching.

trains on each railway (by systems).

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to the code letters used to express railway systems.

3' 31"										GAUGE.
14	16	17	18	19	20	21	22	23	24	Class No.
A. B.	B. & N. W.	R. & K. (a) & (b)	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	Calendar year.
AVERAGE NUMBER OF VEHICLES IN A COACHING TRAIN										
1ST CLASS.										
1 74	1 99	1 82	2 49	..	1 45	1 30	..	1 13	1 78	1897
2 03	1 81	2 07	2 13	0 88	1 07	1 51	..	1 10	1 84	1898
1 88	1 63	2 44	1 89	1 23	1 60	1 50	..	1 10	1 82	1899
1 74	1 59	2 14	2 07	1 45	1 82	1 26	..	1 06	1 86	1900
1 68	1 05	1 51	1 21	1 21	1 07	1 21	1 10	1 11	1 79	1901
2ND CLASS.										
1 68	1 62	1 73	2 25	..	1 30	1 42	..	1 73	2 61	1897
1 91	1 43	1 75	2 09	0 82	2 53	1 63	..	1 67	2 53	1898
1 61	1 17	2 07	2 16	1 07	2 53	1 76	..	1 45	2 67	1899
1 73	1 37	1 83	2 20	1 23	2 44	1 51	..	1 32	2 58	1900
1 61	1 54	1 35	1 37	1 30	2 70	1 32	1 01	1 30	2 35	1901
INTERMEDIATE CLASS.										
..	0 83	1 21	..	..	..	..	..	..	..	1897
..	0 16	1 34	..	0 89	..	..	..	..	0 52	1898
..	0 85	1 42	..	1 79	0 07	..	..	..	1 32	1899
0 41	1 04	1 31	..	2 21	1 66	..	..	..	1 12	1900
1 06	1 57	0 74	..	1 90	1 70	..	..	..	..	1901
3RD CLASS.										
16 13	15 41	15 31	28 58	..	11 65	12 28	..	14 09	14 98	1897
1 07	15 76	18 17	24 77	12 60	11 46	12 55	..	14 22	14 18	1898
18 11	13 82	19 07	24 80	16 01	12 68	12 87	..	13 01	14 31	1899
17 37	15 00	17 38	24 06	19 92	11 56	13 41	..	13 09	15 07	1900
13 84	14 55	11 53	1 55	16 77	11 03	12 50	7 18	14 17	15 68	1901
TOTAL NUMBER OF VEHICLES IN A COACHING TRAIN.										
23 37	22 31	23 45	36 52	..	19 30	18 04	..	19 17	22 84	1897
28 67	22 22	26 48	35 50	18 15	10 55	18 84	..	18 61	22 72	1898
22 40	19 90	29 86	35 44	23 77	20 63	19 53	..	19 01	22 87	1899
26 11	20 10	25 08	34 73	29 36	20 91	19 11	..	18 75	22 45	1900
22 44	21 50	17 73	19 12	21 17	21 57	17 63	9 38	19 37	22 55	1901
AVERAGE WEIGHT OF FREIGHT IN TONS IN A COACHING TRAIN.										
12 29	14 04	12 06	30 85	..	12 90	12 41	..	14 17	14 51	1897
18 21	12 38	15 10	27 16	14 08	11 13	12 02	..	12 95	13 61	1898
18 85	11 46	16 28	28 13	19 71	12 94	12 77	..	14 21	13 04	1899
18 36	11 42	15 75	23 72	20 36	12 11	13 41	..	15 31	16 19	1900
14 51	13 02	12 53	13 52	20 21	13 54	12 01	6 44	16 81	16 83	1901
AVERAGE DEAD WEIGHT IN TONS IN A COACHING TRAIN.										
190 29	161 17	152 03	315 18	..	116 05	144 76	..	117 75	156 11	1897
240 40	144 50	166 52	204 00	150 09	111 60	145 52	..	127 16	151 10	1898
210 72	137 75	181 30	187 32	187 76	110 23	149 74	..	137 43	101 19	1899
217 38	130 47	171 81	277 72	222 78	131 02	146 04	..	141 72	140 03	1900
188 70	147 31	122 08	162 45	166 67	140 56	141 42	141 01	145 77	162 78	1901
TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN.										
212 53	175 42	164 00	336 24	..	149 55	157 17	..	111 02	170 05	1897
217 61	151 88	181 62	311 06	164 17	145 14	158 44	..	150 13	172 83	1898
255 58	140 28	190 18	315 45	207 55	132 17	162 1	..	151 04	172 83	1899
215 75	110 89	180 06	304 44	243 14	148 13	160 05	..	157 01	165 92	1900
203 23	160 33	135 48	175 97	216 90	154 10	153 43	14 05	162 58	179 61	1901

Average load and weight of Goods

(Referred to in paragraph

N B.—A reference to Appendix 2 will furnish the key to

[illegible]

* Transferred partly to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1953.

DIX 32.

Appendix 32.
Loads—Goods.

* trains on each railway (by systems.)

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the code letters used to express railway systems.

3' 3 1/2".													Gauge.
10	11	14	16	17	18	19	20	21	22	23	24		(1885) No.
N. G. S. SYSTEM.	MADRAS SYSTEM		B. & N. R. & K. W.		J. B.	U. C. †	B. G. J. P.	S. M.	W. L. P.	S. L.	B.		Calendar year
N. G. S. (a) & (b).	H. C. V. (c).	M. (a) to (d).	Nilgiri (d).	A. B.	(a) & (b).								
AVERAGE LOAD OF A LOADED GOODS VEHICLE													
10 71	...	6 21	...	5 19	4 35	3 78	4 52	3 51	4 71	...	4 05	4 15	1897
11 15	...	6 20	...	5 41	5 10	4 37	4 01	3 85	4 15	...	3 07	3 80	1898
11 17	...	6 15	...	3 40	5 81	5 05	5 45	3 74	3 51	...	3 02	4 03	1899
10 44	4 31	6 40	...	4 54	5 12	5 12	6 70	4 80	3 71	...	4 20	4 21	1900
10 32	3 75	7 20	1 23	5 74	5 40	4 95	5 05	4 75	3 54	...	4 31	5 27	1901
AVERAGE LOAD OF A GOODS VEHICLE (including both loaded and empty.)													
6 15	...	4 78	...	3 24	3 15	2 57	...	...	3 12	...	3 07	2 60	1897
6 70	...	4 70	...	3 31	3 15	2 77	...	...	3 01	...	2 50	3 70	1898
6 72	...	4 59	...	2 55	4 10	3 11	3 2	2 17	2 41	...	2 50	2 01	1899
5 91	2 76	4 57	...	3 13	3 52	3 31	3 55	2 17	2 32	...	3 11	2 90	1900
6 21	2 50	5 02	7 26	3 50	3 55	3 21	3 12	2 40	2 75	...	3 25	4 15	1901
AVERAGE NUMBER OF FREIGHT VEHICLES IN A GOODS TRAIN													
24 75	...	24 00	...	21 27	28 15	20 05	21 7	...	21 44	...	19 81	27 41	1897
24 50	...	24 21	...	21 68	21 51	21 21	20 05	...	21 77	...	18 5	27 4	1898
21 77	...	23 4	...	30 00	24 04	17 20	17 20	...	25 15	...	15 5	25 51	1899
27 13	17 20	23 44	...	25 81	21 7	17 91	15 11	...	25 17	...	18 5	25 07	1900
20 15	16 61	15 40	3 07	22 06	25 15	22 71	20 15	...	21 7	...	22 01	14 75	1901
AVERAGE NUMBER OF BRAKEMEN IN A GOODS TRAIN													
1 07	...	4 17	...	1 01	1 1	1 04	0 6	...	0 71	...	0 60	1 50	1897
1 09	...	4 01	...	1 01	1 1	1 01	0 6	...	0 17	...	0 62	1 50	1898
1 07	...	3 51	...	1 01	1 10	1 12	0 6	...	0 51	...	0 61	1 61	1899
1 07	1 1	3 5	...	1 01	1 21	1 4	0 11	...	0 11	...	0 51	1 21	1900
1 05	1 12	3 26	1 47	1 17	1 10	1 16	0 41	...	0 51	...	0 50	1 21	1901
TOTAL NUMBER OF VEHICLES IN A GOODS TRAIN													
26 72	...	25 15	...	23 5	23 07	23 61	21 11	...	20 15	...	19 47	20 00	1897
26 09	...	25 21	...	23 25	23 17	23 45	21 11	...	25 15	...	19 41	20 05	1898
26 75	...	25 1	...	23 11	23 11	23 11	21 70	...	25 15	...	19 19	25 42	1899
20 16	19 00	27 01	...	27 41	25 1	19 30	18 20	...	25 11	...	19 12	20 35	1900
21 80	11 51	27 06	1 13	24 13	20 37	24 07	1 09	...	25 11	...	15 25	20 16	1901
AVERAGE WEIGHT OF FREIGHT IN A GOODS TRAIN.													
152 12	...	...	...	61 57	53 37	53 37	...	...	61 71	...	...	73 06	...
168 33	...	...	...	77 15	61 21	70 11	...	...	59 17	...	...	74 11	...
165 00	...	...	...	72 6	61 70	61 11	70 04	...	57 3	...	...	70 20	...
160 12	47 31	...	...	80 05	60 93	60 93	60 93	...	52 06	...	...	...	...
124 23	29 0	1 42	...	97 42	71 5	61 91	61 51	...	67 45	...	...	...	...
AVERAGE DEAD WEIGHT IN A GOODS TRAIN.													
250 20	...	20 15	...	117 5	100 7	110 81	117 27	...	125 76	...	110 51	134 17	1 9
258 13	...	20 41	...	145 14	124 10	117 79	114 90	...	122 09	...	110 71	135 46	1 5
258 06	...	25 00	...	171 00	155 01	80 05	115 05	...	124 51	...	110 31	135 55	18 00
270 15	109 57	25 02	...	130 50	120 05	93 22	101 73	...	123 25	...	102 51	115 84	19 00
232 28	82 21	20 01	60 1	132 40	120 13	112 54	120 00	...	121 00	...	117 31	118 17	1 01
TOTAL AVERAGE WEIGHT, FREIGHT AND DEAD WEIGHT, OF GOODS TRAINS													
408 32	...	37 05	...	187 12	220 14	170 47	173 41	...	187 45	...	166 71	205 11	1 1
410 47	...	37 15	...	244 29	215 15	177 10	175 40	...	161 76	...	166 05	205 11	1 1
404 02	...	30 52	...	251 02	25 42	151 55	155 0	...	161 72	...	166 00	203 30	1 1
440 07	157 21	35 15	...	217 0	210 04	151 15	151 11	...	162 01	...	170 02	148 55	1 00
356 51	111 38	38 41	75 13	218 42	227 05	180 93	180 45	...	197 09	...	163 48	103 57	1901
PERCENTAGE OF FREIGHT UPON CAPACITY HAULED.													
51 58	...	41 31	...	40 70	30 00	34 30	41 77	...	44 75	...	42 00	44 01	1 00
51 76	...	30 71	...	31 07	40 17	33 84	41 03	...	42 00	...	50 18	44 01	1 00
53 00	...	38 74	...	37 11	50 87	30 06	45 70	...	41 11	...	46 35	41 51	1 00
40 50	88 5	36 35	...	39 50	43 35	41 13	51 54	...	35 58	...	30 12	43 01	1900
49 41	84 35	38 47	32 99	40 05	47 52	38 58	40 11	...	37 08	...	42 48	47 80	1901

† The figures for 1897 are included with the Rajpootana-Malwa railway.

Appendix 33. Rolling-Stock statistics.

APPEN
Number of, outlay on, and
(Referred to in paragraphs
N B — A reference to Appendix 2 will furnish the key

Progressive No	GAUGE CLASSIFICATION NUMBER Particulars	5' 6"					
		2 (a)		3	4 (a)		5 (a) & (b)
		F I	E B, S	B C.	B N	P T	O & R

ENGINES							
1	Passenger engines—						
2	Number at close of 1900	133	46		37		39
3	Number added in 1901	183	46		42		42
4	Number at close of 1901	316	92		79		81
5	Goods and mixed engines—						
6	Number at close of 1900	11	4		12		133
7	Number added in 1901	681	72		135		133
8	Number at close of 1901	692	76		147		146
9	Number per mile of line open of all classes	0.03	0.44		0.11		0.10
10	Average mileage run by each in 1901—						
11	Passenger	15,102	26,156	8	7,248		10,570
12	Goods	24,011	2,100,000	8	2,400,000		24,710
13	All classes	39,113	2,126,156	17,308	2,407,248		35,280
14	Average mileage run by each per day—						
15	Passenger	44	72		21		54
16	Goods	66	61		64		81
17	All classes	71	67		72		75
18	Total value in thousands of rupees			8.64	78,000	4,823	4,776
19	Total value per mile of line open			6,243	5,013	52,303	4,180

COACHING STOCK.

16	Number at close of 1900	1,076	11	117	360		802
17	Number added in 1901	141	10		221		2
18	Number at close of 1901	1,217	21	117	581		804
19	Number per mile of line open 1st class	0.03	0.11	0.03	0.04		0.08
20	Number per mile of line open 2nd class	0.03	0.21	0.07	0.04		0.05
21	Number per mile of line open intermediate class	0.03	0.24	0.07	0.02		0.05
22	Number per mile of line open 3rd class	0.41	0.01	0.11	0.05		0.31
23	Number per mile of line open all other classes	0.70	0.70	0.30	0.16		0.23
24	Number per mile of line open total of all classes	1.02	1.05	0.90	0.51		0.71
25	Average mileage run by each 1st class	8	8	8	8		8
26	Average mileage run by each 2nd class	8	8	8	8		8
27	Average mileage run by each intermediate class	8	8	8	8		8
28	Average mileage run by each 3rd class	8	8	8	8		8
29	Average mileage run by each all other classes	8	8	8	8		8
30	Average mileage run by each total of all classes	51	3,270	2,955	4,111		40,386
31	Total value in thousands of rupees	8	8	8	51,000		8
32	Total value per mile of line open	8	8	8	5,078		8

ROLLING STOCK.

33	Covered wagons	7,077	1,077	41	2,464	348	3,839
34	Open	5,677	237	13	1,030	7	...
35	Number at close of 1900	12,754	1,314	54	3,494	355	4,909
36	Number added in 1901	1,314	237	13	1,030	7	...
37	Number at close of 1901	14,068	1,551	67	4,524	362	5,939
38	Number per mile of line open	0.03	0.11	0.03	0.04		0.08
39	Average mileage run by each	10,522	11,307	75,72	14,068	8	16,432
40	Average fare	6.14	7.22	7.80	7.86	7.00	7.30
41	Average carrying capacity in tons	14.13	11.40	12.39	14.71	10.00	10.81
42	Average load of goods, value (both loaded and empty)	7.45	6.79	3.21	4.07	5.00	4.07
43	Total value in thousands of rupees	8	8	2,155	1,29,87	16,68	1,38,76
44	Total value per mile of line open	8	8	2,155	1,29,87	16,68	1,38,76
45	Grand total value of Rolling Stock in thousands of rupees	10,613	1,215,4	3,790	2,61,55	31,51	1,76,34
46	Grand total value of Rolling Stock per mile of line open	10,613	1,215,4	3,790	2,61,55	31,51	1,76,34

ROLLING STOCK UNDER SUPPLY

47	Engines	119	11		45	9	18
48	Coaching vehicles	301	12		119	150	39
49	Goods vehicles	1,010			1,414		

* Information not available.

† Including passenger engines.

‡ Including 15 engines, 2 coaching vehicles, 6 brakevans and 407 goods vehicles used for construction purposes.

DIX 33.

work done by Rolling-Stock.

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to the code letters used to express railway systems

Appendix 33.
Rolling-Stock statistics.

S' 1"						S' 3d"						Pro- gress- ive No.
7	8		(a) to (f).	(a) and (b)	(a) to (c)	(b) to (d).	(c) to (e)	10 (c)	11 (d)	12	(a) & (b)	
N. W. (a) to (e)	G. I. P. (e) to (c)	I. M. (d) to (e)	B. R. & C. I.	N. G. S.	M.	E. B. S.	R. M.	H. G. V.	N.	B. D.	D. S.	
ENGINES												
0	185	10	66	0	46	50	145	0	2	0	0	1
0	180	10	66	0	61	57	145	0	2	0	0	2
66	440	112	120	54	122	54	283	357	2	14	22	4
15	450	139	123	54	171	64	283	357	2	10	22	5
0 15	0 31	0 13	0 23	0 15	0 17	0 17	0 24	0 01	0 24	0 01	0 17	7
0	26,515	34,251	0	0	25,795	26,008	0	0	1,518	0	0	8
0	17,420	16,891	0	0	27,407	22,764	0	0	16,142	0	0	9
20,320	20,148	18,391	18,115	21,511	23,800	23,101	18,860	23,414	10,345	15,191	0	10
0	73	105	0	0	71	71	0	0	34	0	0	11
0	49	46	0	0	63	63	0	0	20	0	0	12
0	95	50	0	0	65	65	0	0	30	0	0	13
2,33,14	1,59,70	58,74	0	0	1,75	2,2,00	77,00	1,55	0	1,01	0	14
6,281	12,020	5,182	0	0	0,517	5,915	4,493	2,441	0	1,7-3	0	15
COACHING STOCK												
2,317	1,754	914	570	15	1,141	611	1,040	111	12	27	80	16
14	1,738	509	570	182	1,159	635	1,057	138	12	44	80	17
2,331	1,738	509	570	182	1,159	635	1,057	138	12	44	80	18
0 04	0 07	0 03	0 01	0 01	0 01	0 01	0 01	0 03	0 01	0 01	0 01	19
0 04	0 12	0 04	0 01	0 01	0 01	0 01	0 01	0 03	0 01	0 01	0 01	20
0 04	...	...	...	...	...	...	...	...	...	...	...	21
0 25	0 19	0 22	0 17	0 21	0 12	0 11	0 15	0 11	0 20	0 13	0 16	22
0 26	0 12	0 15	0 11	0 11	0 20	0 11	0 12	0 12	0 24	0 10	0 17	23
0 62	1 10	0 46	0 70	0 51	0 54	0 50	0 11	0 31	0 21	0 61	1 03	24
0	61,005	10,640	0	0	2,701	0	0	12,095	5,105	0	0	25
0	46,175	51,801	0	0	2,711	0	0	50,175	73,001	0	0	26
0	...	...	0	0	101,164	0	0	...	...	0	0	27
0	47,800	36,170	0	0	2,701	0	0	36,448	6,111	0	0	28
0	18,500	2,001	0	0	2,701	0	0	37,103	6,171	0	0	29
35,115	35,027	34,101	48,470	40,751	2,701	30,775	35,235	47,076	63,00	0	0	30
1,11,002	65,50	31,74	0	0	41,7	0	0	0	0	0	0	31
1,0,0	4,178	2,074	0	0	3,001	0	0	0	0	0	0	1
GOODS STOCK												
5,304	4,100	1,400	1,175	171	2,315	2,005	4,111	100	...	101	111	23
2,011	3,100	721	1,000	67	1,000	1,000	2,011	10	16	60	714	34
341	101	10	101	10	17	10	20	...	...	1	...	35
2 0	113	34	10	10	5	10	0	4	...	4	...	36
11,311	7,671	2,011	1,710	0,01	4,115	2,011	7,011	514	10	2,01	8,01	37
...	...	116	...	...	...	...	...	...	...	...	...	38
...	...	14	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	40
...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	42
7,881	4,439	1,572	2,463	171	2,314	2,338	4,254	300	...	233	133	43
3,913	3,138	707	1,738	657	1,738	358	2,677	231	16	67	714	44
324	101	50	90	89	105	89	79	20	...	12	50	45
323	121	34	555	11	41	210	92	7	...	4	2	46
11,354	7,679	2,363	4,516	938	4,278	2,990	7,102	558	16	316	899	47
1,007	5,02	2,16	5,00	2,81	5,10	1,00	2,13	1,41	...	0	0	48
10,000	20,000	10,000	10,000	20,144	11,000	9,131	5,000	14,000	21,00	0	0	49
7 00	7 15	7 00	6 01	6 01	7 00	0	7 00	7 01	0	0	0	50
6 14	6 25	6 01	6 10	6 10	6 10	0	1 15	1 14	0	0	0	51
11 50	11 31	11 12	11 10	10 05	11 10	0	0 15	10 00	0	0	0	52
13 05	14 53	12 30	11 24	11 24	11 00	0	1 1	6 1	0	0	0	53
6 37	5 55	5 25	6 31	6 21	5 01	3 01	4 11	2 01	2 01	0	0	54
2,00,000	1,45,92	7,500	0	26,115	1,5,30	0	1,4,555	14,405	0	6,31	0	55
7,511	9,203	6,401	0	7,000	8,172	0	7,701	6,015	0	5,714	0	56
6,97,000	1,00,000	1,00,000	2,00,000	4,00,000	2,00,000	1,00,000	2,00,000	2,00,000	5,00	8,22	1,00,000	57
17,718	5,491	14,037	2,00	1,00	17,341	11,211	12,000	6,142	30,000	7,047	41,724	58
ROLLING STOCK UNDER SUPPLY												
30	...	57	2	...	30	3	10	...	...	...	...	31
34	...	5	7	...	35	5	102	...	...	...	...	32
110	...	1,154	251	...	111	600	1,107	...	...	...	...	33

For the Great Indian Peninsula and Indian Midland combined system

Metre gauge only.

Including value of coaching stock.

Excluding two engines condemned during the year.

Appendix 33. Rolling-Stock statistics.

APPEN

Number of, outlay on, and

(Referred to in paragraphs

N. B.—A reference to Appendix 3 will furnish the key

Progressive No.	GAUGE.		3' 6"				
	CLASSIFICATION NUMBER		14 (a)	15	16	17 (a) and (b).	18
	Particulars		A. D.	D.	R. & N. W.	R. & K.	J. B.
ENGINES							
Passenger engines—							
Number at close of 1900			0	0	0	0	0
Number added in 1901			0	0	0	0	0
Number at close of 1901			0	0	0	0	0
Goods and mixed engines—							
Number at close of 1900			53†	3†	133†	27†	32†
Number added in 1901			0	0	20†	4†	0
Number at close of 1901			53†	3†	178†	31†	40†
Number per mile of line open of all classes			0.09	0.01	0.14	0.11	0.05
Average mileage run by each in 1901—							
Passenger			0	0	0	0	0
Goods			0	0	0	0	0
All classes			14,662	5,706	22,749	24,037	22,035
Average mileage run by each per diem—							
Passenger			0	0	0	0	0
Goods			0	0	0	0	0
All classes			0.01	0.01	0.02	0.02	0.02
Total value in thousands of rupees			11.40	0.11	0.02	0.05	0.06
Total value per mile of line open			1.015	0	0.000	0.004	1.707
COACHING STOCK							
Number at close of 1900			175	10	705	104	321
Number added in 1901			7	0	0	0	24
Number at close of 1901			182	10	705	104	345
Number per mile of line open 1st class			0.03	0	0.06	0.07	0.02
Number per mile of line open 2nd class			0.02	0	0.04	0.03	0.02
Number per mile of line open intermediate class			0.01	0	0.04	0.03	0.02
Number per mile of line open 3rd class			0.14	0	0.06	0.08	0.10
Number per mile of line open All other classes			0.11	0	0.13	0.12	0.08
Number per mile of line open total of all classes			0.31	0	0.63	0.53	0.28
Average mileage run by each 1st class			0	0	0	0	0
Average mileage run by each 2nd class			0	0	0	0	0
Average mileage run by each intermediate class			0	0	0	0	0
Average mileage run by each 3rd class			0	0	0	0	0
Average mileage run by each All other classes			0	0	0	0	0
Average mileage run by each total of all classes			31.79	0	44.118	31.873	15.921
Total value in thousands of rupees			13.15	0	0	0	0
Total value per mile of line open			2.115	0	0	0	0
GOOD STOCK							
Number at close of 1900			524	0	4,653	671	180
Number added in 1901			15	0	82	4	100
Number at close of 1901			539	0	4,735	675	280
Number per mile of line open 1st class			0.03	0	0.06	0.07	0.02
Number per mile of line open 2nd class			0.02	0	0.04	0.03	0.02
Number per mile of line open intermediate class			0.01	0	0.04	0.03	0.02
Number per mile of line open 3rd class			0.14	0	0.06	0.08	0.10
Number per mile of line open All other classes			0.11	0	0.13	0.12	0.08
Number per mile of line open total of all classes			0.31	0	0.63	0.53	0.28
Average mileage run by each 1st class			0	0	0	0	0
Average mileage run by each 2nd class			0	0	0	0	0
Average mileage run by each intermediate class			0	0	0	0	0
Average mileage run by each 3rd class			0	0	0	0	0
Average mileage run by each All other classes			0	0	0	0	0
Average mileage run by each total of all classes			31.79	0	44.118	31.873	15.921
Total value in thousands of rupees			13.15	0	0	0	0
Total value per mile of line open			2.115	0	0	0	0
STOCK UNDER SUPPLY							
Engines			10	0	50	10	8
Coaching vehicles			187	0	47	0	46
Goods vehicles			0	0	0	0	0

† Information not available.

DIX 33—concl.

work done by Rolling-Stock.

18, 54 & 55 of Report).

to the code letters used to express railway systems.

Appendix 33.
Rolling-Stock statistics.

3' 71'					2' 6"			2' 0"	Pro- gressive No.
19	20	21	22 (a) to (d)	24	2 (e)	4 (f)	25	30	
U. C.	B. G. J. P.	S. M.	S. I.	B.	C. B.	R. D.	M. R. W.	D. H.	
ENGINES.									
...	0	26	69	22	1	0	5	...	1
1	0	28	80	28	1	0	5	...	2
2	137	191	131	149	2	47	3	14	4
...	137	189	130	178	2	47	3	14	5
0'04	0'08	0'14	0'18	0'17	0'09	0'07	0'08	0'27	6
...	...	24,592	25,703	23,811	26,512	0	23,381	0	8
...	...	14,271	14,016	22,409	14,800	0	18,000	0	9
18,530	15,309	16,551	17,008	21,318	24,500	16,115	21,367	0	10
...	...	71	70	38	73	0	64	0	11
...	...	42	38	62	41	0	49	0	12
51	42	45	41	58	67	44	59	0	13
0'5	7,96	4,110	44,08	51,00	47	119	229	2,44	14
1,384	1,661	2,111	3,071	4,359	1,391	2,181	1,372	4,781	15
COACHING STOCK.									
26	255	951	981	804	71	20	34	71	16
28	263	1,008	983	897	16	22	54	78	17
0'01	0'06	0'07	0'06	0'07	0'06	0'02	0'05	0'18	18
0'03	0'04	0'04	0'07	0'06	0'01	0'03	0'06	0'70	19
0'05	0'02	...	...	...	0'00	...	...	...	20
0'22	0'11	0'34	0'16	0'18	0'26	0'20	0'34	0'55	21
0'05	0'13	0'19	0'10	0'19	0'03	0'06	0'12	0'06	22
0'36	0'58	0'63	0'88	0'70	0'47	0'39	0'37	1'49	23
14,947	17,585	0	0	0	0	6,057	0	0	24
14,421	44,113	0	0	0	0	6,257	0	0	25
26,310	42,918	...	...	...	...	0	0	0	26
31,000	26,211	0	0	0	0	13,000	0	0	27
26,757	20,411	0	0	0	0	26,634	0	0	28
26,706	26,038	26,165	35,595	43,734	0	14,777	0	0	29
1,10	1,55	0	35,40	38,85	0	0	1,25	0	30
1,734	1,877	0	3,194	3,800	0	1,029	1,330	0	31
CARS STOCK.									
25	298	3,171	1,121	22,41	50	12	20	37	13
10	662	1,147	1,122	2,40	11	35	94	143	14
...	188	51	51	307	...	...	...	4	15
...	21	208	6	110	118	...	1	19	16
35	099	4,714	3,300	3,615	115	67	115	203	17
...	...	8	...	114	...	8	...	...	18
...	...	11	...	0	...	...	...	...	19
...	6	...	...	...	...	...	...	...	20
...	6	3	...	11	118	...	...	...	21
...	...	...	...	101	118	...	...	...	22
25	288	3,170	1,821	2,375	50	20	20	37	23
10	662	1,147	1,122	2,40	11	35	94	143	24
...	188	51	51	307	...	...	...	4	25
...	21	208	6	110	118	...	1	19	26
35	1,005	4,714	3,300	3,609	67	75	117	219	27
0'10	2'21	2'06	2'07	1'21	0	1'13	1'24	4'16	28
7,308	5,347	5,772	9,375	13,953	0	4,003	0	...	29
...	30
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ROLLING STOCK UNDER SUPPLY									
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Appendix 33-A.

Rolling-stock and work done.

APPEN

Statement showing Rolling-stock on some of the railways

(Referred to in paragraphs

GAUGE.		5' 6"											
CLASSIFICATION No.		PAST INDIAN				EASTERN BENGAL STATE. (a)				BENGAL NAGPUR (a).			
Particulars.		1893	Increase	Age of in-	1893.	Increase	Per-centage of in-crease	1891.	1901.	Increase	Per-centage of in-		
LOCOMOTIVES													
Number of locomotives on the 31st December	No.	576	814	234	41 1/2	97	145	49	49 48	101	177	76	71 3/4
Capital expenditure on locomotives up to the 31st December	in thousands of Rs	7,12,53	10,61,00	3,48,47	40 1/2	8,40,92	11,01,31	2,60,39	77 1/2	46,70	78,00	31,30	67 0/10
Total engine miles run	Miles.	11,431	21,013	9,582	81 9/10	2,541	3,137	596	24 1/10	1,723	4,103	2,380	138 4/10
Engine mileage run per engine	"	19 3/51	25 3/51	5 2/51	30 1/10	25,382	23,010	-2,372	-10 1/2	16,744	21,211	6,467	38 7/10
Gross ton-miles hauled	in millions of ton "	3,657	6,116	2,459	76 1/2	527	736	209	39 1/10	521	1,192	671	114 3/10
Ton-mileage hauled per engine	in thousands of ton "	6,370	7,270	899	21 1/2	5,433	5,082	-351	-6 1/10	5,401	6,747	1,346	24 6/10
Length of system on the 31st December	"	1,518 6/10	2,101 2/7	582 4/7	15 1/10	373 7/10	3,310 1/10	19 2/10	5 1/10	862 3/10	1,352 1/10	490 8/10	80 0/10
Number of passengers carried in thousands	No.	17,207	21,574	4,367	36 7/10	7,748	9,779	2,031	26 8/10	2,198	6,021	3,823	173 9/10
Tonnage of goods carried in thousands of tons	"	5,31,01	10,4118	5,101	9 7/10	1,31,01	1,7013	451	33 1/10	81,243	2,1185	943	75 9/10
COACHING VEHICLES													
Number of vehicles on the 31st December	No.	1,551	1,115	566	37 1/2	501	641	140	27 6/10	701	301	98 1/2	
Capital expenditure on vehicles up to the 31st December	in thousands of Rs	7,11,53	10,61,00	3,49,47	40 1/2	8,40,92	11,01,31	2,60,39	77 1/2	1,15,54	1,85,55	70,01	60 5/10
Total vehicle mileage run	Miles	58,021	110,448	52,427	17 1/10	17,170	20,615	3,445	19 7/10	11,621	20,201	8,580	176 1/10
Vehicle mileage run per vehicle	"	56,945	51,8	-5,165	-9 1/10	21,574	3,111	-2,463	-11 1/10	28,006	10,918	17,088	41 8/10
Coaching freight ton-mileage in thousands of ton "	"	2,701	107,000	104,299	35	17,170	17,101	-69	-0 4/10	7,477	20,816	13,339	278 4/10
Freight ton-mileage per vehicle	"	1,741	107,000	105,259	35	17,170	17,101	-69	-0 4/10	7,477	20,816	13,339	278 4/10
Length of system on the 31st December	"	1,518 6/10	2,101 2/7	582 4/7	15 1/10	373 7/10	3,310 1/10	19 2/10	5 1/10	862 3/10	1,352 1/10	490 8/10	80 0/10
Number of passengers carried in thousands	No.	17,207	21,574	4,367	36 7/10	7,748	9,779	2,031	26 8/10	2,198	6,021	3,823	173 9/10
GOODS VEHICLES													
Number of vehicles on the 31st December	No.	8,096	15,416	6,140	15 1/10	391	391	0	0	4,250	1,536	45 0/10	
Capital expenditure on vehicles up to the 31st December	in thousands of Rs	1,11,53	10,61,00	9,49,47	49 1/10	8,40,92	11,01,31	2,60,39	77 1/2	1,15,54	1,85,55	70,01	60 5/10
Total vehicle mileage run	Miles	180,517	77,93 5/10	78,110	17 1/10	1,055	31,160	9,105	47 3/10	69,721	21,243	45 6/10	
Vehicle mileage run per vehicle	"	20,103	16,232	-3,871	-19 1/10	10,552	11	-10,541	-100 1/10	11,026	14,085	3,059	30 4/10
Goods freight ton-mileage in millions of ton "	"	1,191	119	107	107	107	107	0	0	107	107	0	0
Freight ton-mileage per vehicle	in thousands of ton "	1,191	119	107	107	107	107	0	0	107	107	0	0
Length of system on the 31st December	"	1,518 6/10	2,101 2/7	582 4/7	15 1/10	373 7/10	3,310 1/10	19 2/10	5 1/10	862 3/10	1,352 1/10	490 8/10	80 0/10
Number of tons carried	"	5,31,01	10,4118	5,101	9 7/10	1,31,01	1,7013	451	33 1/10	81,243	2,1185	943	75 9/10

* The expenditure on locomotives and coaching and goods vehicles has not been kept separate in the accounts.

† The expenditure on coaching and goods vehicles has not been kept separate in the accounts.

‡ Including the Bengal Central railway, as the

§ The quantity of goods carried over the several railways is given to show the volume of traffic dealt with by each. In the case of many railways a large are not credited. The extent to which this was the case may be judged from Appendix

DIX 33-A.

Appendix 33-A
Rolling-stock and work done.

in 1893 and 1901 and the work done by it.

18 and 36 of Report).

5' 6"											
6				7				8			
ODISH AND ROHILKHAND				NORTH WESTERN (a) to (e).				GREAT INDIAN PENINSULA SYSTEM (a) to (g)			
1893.	1901.	Increase.	Percent- age of increase.	1893.	1901.	Increase.	Percent- age of increase.	1893.	1901.	Increase	Percent- age of increase
LOCOMOTIVES											
157	175	18	11.47	516	675	159	30.81	711	752	41	5.78
37,91	47,55	9,64	25.41	1,58,55	2,33,11	74,56	47.02	5,51,67	5,66,00	14,33	2.60
3,100	4,771	1,671	53.90	10,010	13,770	3,760	37.52	12,773	14,831	2,058	16.11
12,747	27,26	14,513	113.94	17,844	20,370	2,526	14.15	1,5,590	10,722	1,532	10.34
783	1,206	423	54.02	2,573	4,131	1,558	60.58	3,307	4,320	1,013	30.60
4,091	6,511	2,420	59.15	4,510	6,117	1,607	35.63	4,512	5,754	1,242	27.51
741.11	1,13,600	39,490	53.29	2,700.00	3,702,000	1,002,000	37.11	2,211,551	2,671,300	459,749	20.72
5,762	8,260	2,498	43.35	1,111	1,111	0	0.00	1,111	2,453	1,342	120.88
51,000	51,000	0	0.00	51,000	51,000	0	0.00	51,000	51,000	0	0.00
COACHING VEHICLES											
5,211	8,011	2,800	53.73	2,210	2,311	101	4.57	2,011	2,112	101	5.02
† 1,200,000	† 1,200,000	0	0.00	† 1,200,000	† 1,200,000	0	0.00	† 1,200,000	† 1,200,000	0	0.00
1,347	2,132	785	58.35	1,151	8,000	6,849	59.49	6,112	7,111	999	16.35
16,601	10,111	6,490	39.03	31,000	35,411	4,411	14.23	9,000	11,000	2,000	22.22
17,012	5,270	11,742	69.02	46,112	2,770	43,342	94.01	5,000	6,500	1,500	30.00
22	3	19	86.36	1	1	0	0.00	1	20	19	1900.00
741.11	1,13,600	39,490	53.29	2,700.00	3,702,000	1,002,000	37.11	2,211,551	2,671,300	459,749	20.72
5,762	8,260	2,498	43.35	1,111	1,111	0	0.00	1,111	2,453	1,342	120.88
GOODS VEHICLES											
4,373	4,116	257	5.88	10,107	11,351	1,244	12.31	10,111	10,111	0	0.00
† 1,200,000	† 1,200,000	0	0.00	† 1,200,000	† 1,200,000	0	0.00	† 1,200,000	† 1,200,000	0	0.00
57,722	73,111	15,389	26.67	13,111	19,111	6,000	45.76	11,635	17,742	6,107	52.50
13,200	16,932	3,732	28.27	12,237	16,741	4,504	36.81	13,697	17,351	3,654	26.75
158	23	135	85.44	684	1,111	427	62.43	711	1,000	289	40.63
36	54	18	50.00	68	0	68	100.00	77	103	26	33.77
741.11	1,13,600	39,490	53.29	2,700.00	3,702,000	1,002,000	37.11	2,211,551	2,671,300	459,749	20.72
5,762	8,260	2,498	43.35	1,111	1,111	0	0.00	1,111	2,453	1,342	120.88

It has not, therefore, been possible to show it separately.

It has not, therefore, been possible to show it separately.

figures for 1893 cannot be separated.

part of the traffic was carried in foreign railway wagons. In the case of some, the home vehicles carried traffic on foreign lines with the quantity of which they No. 21. The vehicle mileage figures, however, represent all the work done by each railway's own vehicles

Appendix 33-A.

Rolling-stock and work done.

APPEN

Statement showing Rolling-stock on some of the railways

(Referred to in paragraphs

GAUGE.		5' 6"											
CLASSIFICATION NO.		9				10				11			
Particulars		B D & C L (a) to (f)				N G S. (a) & (b).				M (a) to (c)			
		1893	1901	Increase	Percent- age of increase	1893	1901	Increase	Percent- age of increase	1893	1901	Increase	Percent- age of increase
LOCOMOTIVES													
Number of Locomotives on the 31st December	No	18*	54	40 30	50	51	4	8 100	16 1	23	68	41 16	
Capital expenditure on Locomotives up to the 31st December	in thousands of Rs	2,21,24	56,90	34 70	38 81	17,82	8,98	23 12	54,21	82,00	27,00	51 63	
Total Engine miles run	in thousands of miles	2,82	7,417	623	22 00	7 65	1,163	39	51 47	3,03	5,17	2,37	76 63
Engine mileage run per engine	"	21,07	18,35	-2,72	-12 90	15,37	21,55	6,179	40 11	19,60	23,50	4,608	24 87
Gross ton-miles hauled	in millions of ton	68	1,134	2,45	3 50	213	37	1 9	71 64	73	1,311	600	8 70
Ton-mileage hauled per engine	in thousands of ton	6,61	6,011	-5 9	-8 90	4,263	6,401	2 640	61 91	4 171	6,100	1,534	34 29
Length of system on the 31st December	"	4,007	683 12	181 87	36 50	141 11	371 60	-43 27	-21 00	831 2	1,377 00	53 100	61 12
Number of passengers carried	No	15,144	3,01	20 12	1 610	1,102	-210	-12 35	0 5 6	17,277	2 451	24 01	
Tonnage of goods carried	in thousands of Tons	5 1,073	41	28 10	5 21	5 24	416	82 50	5 1,150	5 2,11	1,151	108 70	
COACHING VEHICLES													
Number of vehicles on the 31st December	No	5,01		11 02	1 50	18	30	10 74	7 6	1,11	3 61	1 10	
Capital expenditure on vehicles up to the 31st December	in thousands of Rs	1,64		14 7	1 1	47	8,01	21 1	1 9,00	1 76,00	5,00	61 15	
Total vehicle-mileage run	in thousands of miles	19,01	28,004			1,01	2 33	1,117	1 00	1,00	3 773	1,00	7 7
Vehicle-mileage run per vehicle	"	38,612	4 01							29,270	25,00	-1,00	-5 4
Coaching freight ton-mileage	in thousands of ton	28 675	5,379	23 01						3 000	4 07	17 5	
Freight ton-mileage per vehicle	in thousands of ton							-7	-21 21			-6	-19 35
Length of system on the 31st December	"	4,007	683 12	181 87	36 50	141 11	371 60	-43 27	-21 00	831 2	1,377 00	53 100	61 12
Number of passengers carried	No	15,144	18,11	20 12						0,50	1,1 77	2,171	21 01
GOODS VEHICLES													
Number of vehicles on the 31st December	No	3,01	4,346	1,33	32 00	25	9	0	27 1	2 1	4,00	1,110	49 2
Capital expenditure on vehicles up to the 31st December	in thousands of Rs	1,64	2,21 24	56,90	34 70	38 81	17,82	8 98	23 12	1 97,00	1,16,00	59,00	61 15
Total vehicle-mileage run	in thousands of Miles	4,031	51,00	5,06	11 1	9,01	10,00	10,50	100 10	2,00	47,100	17,500	56 11
Vehicle-mileage run per vehicle	"	12,11	10 01	-2,60	-26 23	13,00	20,10	7,00	54 30	10,37	11,00	658	6 34
Goods freight ton-mileage	in millions of ton	147	70	60	24 2	71	107	70	100 10	147	300	150	108 16
Freight ton-mileage per vehicle	in thousands of ton	60	61	-1	-5 50	61	111	4	60	50	72	20	38 46
Length of system on the 31st December	"	4,007	683 12	181 87	36 50	141 11	371 60	-43 27	-21 00	831 2	1,377 00	53 100	61 12
Number of tons carried	in thousands of Tons	21	773	431	28 20	5 01	5 10	11	82 51	1 1,150	1 1,112	1,254	108 20

* The expenditure on locomotives and coaching and goods vehicles has not been kept separately.

† The expenditure on coaching and goods vehicles has not been kept separately.

‡ Includes the He. and S. Railway section of the East Coast State railway, they are not credited. The extent to which this was the case may be judged from Appendix No. 21

DIX 33-A—concluded.

Appendix 33-A.
Rolling-stock and work done.

in 1893 and 1901, and the work done by it.

18 and 56 of Report.)

3' 3"															
2				9				16				17			
EASTERN HENGAL STATE. (b) to (d).				RAJPUTANA-MALWA. (g) to (i).				BENGAL AND NORTH-WESTERN. (j) to (l).				ROHILKUND AND KUMAON. (m) and (n).			
1893.	1901.	Increase	Percentage of increase.	1893.	1901.	Increase	Percentage of increase.	1893.	1901.	Increase	Percentage of increase.	1893.	1901.	Increase	Percentage of increase.
LOCOMOTIVES															
89	111	32	35.96	421	427	4	0.95	100	177	77	77.00	7	31	24	343.81
859,200	922,75	31,15	36.00	71,75	77,60	25	3.81	10,000	41,11	22,11	117.51	5,63	6,7	1,10	19.36
1,761	2,901	1,140	56.15	7,41	7,91	321	4.31	1,120	3,081	1,961	166.54	51	71	20	41.10
20,111	21,162	3,011	15.15	17,671	18,261	501	3.11	19,116	22,711	3,595	17.11	19,741	21,037	1,296	23.01
251	392	141	56.17	1,161	1,676	315	22.17	130	6	324	91.30	71	68	0	23.61
2,111	3,247	421	15.15	3,215	2,917	71	1.11	3,211	3,761	461	11.11	2,911	3,111	200	7.01
56,111	69,111	13,111	23.17	1,771,111	1,911,111	165,111	9.11	7,631	1,211,111	1,111,111	61.11	2,711,111	1,111,111	911	3.30
3,111	5,251	1,140	51.11	10,111	11,117	2,111	21.11	1,073	6,111	1,111	51.11	1,111	1,111	411	46.57
1,571	5,111	31	51.11	11,111	1,111	1,111	1.11	1,111	5,111	4,111	11.11	1,111	5,111	4,111	31.11
COACH AND VEHICLES															
11	11	21	51.17	1,111	1,117	71	1.6	11	79	1	9.11	17	11	0	0.71
1,111	1,111	33,11	56.11	1,111,111	1,111,111	0,111	7.11	1,111,111	1,111,111	76,111	171.17	1,111,111	1,111,111	0,111	1.71
1,111,111	1,111,111	6,111	45.11	40,111	51,111	6,111	11.11	20,111	3,111,111	14,711	7.11	11	11,111	0	0.11
3,111	1,111,111	0	0.11	11,111	13,111	2,111	1.11	4,111	4,111	0	0.11	1,111,111	11,111	1,111	1.11
8,111	12,111	4,111	51.11	36,111	41,111	4,111	1.11	11,111	11,111	11,111	97.11	1,111	3,111	1,111	1.11
11	11	0	0.11	21	21	0	0.11	27	27	0	0.11	1	1	0	0.11
56,111	6,111,111	1,111,111	23.17	1,781,111	1,911,111	165,111	9.11	7,631	1,211,111	1,111,111	61.11	1,111,111	1,111,111	911	3.30
1,111	5,111	1,111	11.11	10,111	1,111	1,111	1.11	1,111	5,111	4,111	11.11	1,111	1,111	1,111	46.57
GOODS VEHICLES															
2,211	2,99	77	33.11	7,27	7,111	0	0.11	2,652	5,211	3,111	121.11	161	111	17	11.17
859,200	922,75	31,15	36.00	1,111,111	1,111,111	0,111	7.11	1,111,111	1,111,111	76,111	171.17	1,111,111	1,111,111	0,111	1.71
23,277	27,311	4,034	17.31	105,911	116,771	10,860	10.21	21,661	4,111,111	2,731	127.31	7,71	9,111	1,400	17.7
10,528	9,111	0	0.11	14,678	20,111	15,111	41.11	6,111	8,301	2,22	27.11	1,111	10,111	1,111	1.11
53	85	32	60.37	415	601	186	36.11	85	161	77	87.11	11	21	10	71.13
21	29	8	16.67	61	81	20	32.77	11	21	0	0.11	1	21	20	21.17
56,111	69,111	13,111	23.17	1,781,111	1,911,111	165,111	9.11	7,631	1,211,111	1,111,111	61.11	1,111,111	1,111,111	911	3.30
1,111	5,111	1,111	11.11	10,111	1,111	1,111	1.11	1,111	5,111	4,111	11.11	1,111	1,111	1,111	46.57

kept separate in the accounts. It has not, therefore, been possible to show it separately in the accounts. It has not, therefore, been possible to show it separately.

since taken over by that line. a large part of the traffic was carried in foreign railway wagons. In the case of some the home vehicles carried traffic on foreign lines with the quantity of which The vehicle mileage figures, represent all the work done by each railway's own vehicles.

Appendix 34.
Rolling-stock.

APPEN

Rolling-stock under different heads on each

(Referred to in paragraph 54

N B—A reference to Appendix 2 will furnish the key to the

Items.	GAUGE		5' 6"															
	CLASS NO		1	2 (a)	3	4 (a)	5	6 (a) & (b)	7 (a) to (c)	8 (a) to (c)	9 (a) to (g)	10 (a) to (b)	11 (a) to (c)	12 (a) to (d)	13 (a) to (f)			
	Particulars		L I	F B	H C	B N	P I	O & K	N W	C I P	I M	R H & C L	N G S	M	F B S	R. M		
1	Engines		829	118	27	177	21	175	676	620	142	188	54	232	111	428		
Coaching Vehicles																		
2	Saloons, Royal and State		4	1					12				9	1	2	3		
3	Saloons, ordinary		2	13	4							13	6		17	1		
4	Reserved carriages		39	1		14		16	61		14	8	5					
5	Inspection carriages													3		11		
6	Family carriages																	
7	First class carriages { 4-wheeled		97	12	4	12		42	16	73	22	5	10	54	14	106		
8	Composite, first and second class { 4-wheeled		64	44	8	49		51	91	66	34	12	8	65	33	44		
9	Composite, first and second class { 4-wheeled		11					1		12	2					13		
10	Other Composite carriages								10	6	5			6				
11	Second class		10	11		4		4	10	6	5					6		
12	Second class with postal accommodation		2	12	4	20		3	95	13	22	37	8	79	17	91		
13	Intermediate class { 4-wheeled		71	21	3			7	120					4	41	49		
14	Composite, intermediate, and third class		7	3	7	15		1	51						15	25		
15	Intermediate and postal carriages			4	2	1		3	18			3			2	1		
16	Intermediate third and postal carriages																	
17	Lower class																	
18	Third class carriages { 4-wheeled		22	17	16	27		17	62	4,0	107	156	61	311	216	574		
19	Third class carriages { 4-wheeled and bogie		2											6	2	130		
20	Third class carriages { 4-wheeled and bogie		51	4		14		25	165	11	15	8		11	10	24		
21	Third class carriages { 4-wheeled and bogie		4					71	376	115	2	31		6	7	111		
22	Bulwags		617	1	10	177		15	464	5	22	119	4	211	72	107		
23	Bulwag with third class			1	12	24			108		53							
24	Bulwags fitted with postal compartment Post vans		24							7				9	3			
25	Composite, postal and other carriages																	
26	Post van																	
27	Post van		1			4			42	51	5	4	2	27	5	75		
28	Post boxes		1	1		17		41	215	1	11	16	10	56	10	62		
29	Log vans		41	2	4	21		46	61	103	21	20	6	25	12	24		
30	Product Vendors van																	
31	Mill vans			16	6													
32	Mill vans			20	6										23			
33	Store, no and stationary vans		1						16									
34	Miscellaneous			1					2						12			
35	TOTAL COACHING VEHICLES		2,152	128	11	177		104	1,215	1,115	112	5,21	11	1,179	53	1,677		
Goods Vehicles																		
36	Covered goods wagons, { Ordinary			2					417							471		
37	Covered goods wagons, { Ordinary		13	128	441	2,122	140	2,12	2,004	2,77	8,3	47	298	1,017	1,373			
38	Covered goods wagons, { 4-wheeled		126	1,077		1,272		1,511	4,612	2,371	82	1,500	124	1,031	1,266	448		
39	High-backed wagons, 4-wheeled								1									
40	High-backed wagons, 4-wheeled				12				245	45	501	111	37	1,143		174		
41	Medium-sized wagons, 4-wheeled					849						410	152			150		
42	Low-sided wagons, { Ordinary								514				70		77	311		
43	Low-sided wagons, { 4-wheeled																	
44	Low-sided wagons, 4-wheeled		1,118	179	8	161		2,7	1,706	665				210	101	902		
45	Coal or coke wagons			5														
46	Cattle wagons		24	10	2	5		7	2	27	16	7	3	15	7	15		
47	Accident vans		3															
48	Platform wagons		31	1		6		5	47	15	4	6		9	2	35		
49	Power van		2	22	7	36			121			97	2		64	79		
50	Timber trucks																	
51	Roller trucks	Double					14											
52	Roller trucks	Single		58		20	20				50			125				
53	Ballast wagons					70						480						
54	Travelling cranes		21	22		16		7	41	21		13		20		13		
55	Travelling water tank			3				1	43		11	21	3	4				
56	Travelling gas holder			3		7		4	2			6		6	2			
57	Travelling cranes		31	5	3	11		17	29	47	9	4	2	15	11	29		
58	Miscellaneous		7	1		1	2	2				16	1	1	6	1		
59	TOTAL GOODS VEHICLES		15,171	2,771	491	1,791	101	4,416	11,171	7,571	2,771	4,416	938	4,270	2,792	7,102		
60	GRAND TOTAL ROLLING STOCK		17,817	3,077	652	3,010	824	5,305	14,101	10,227	1,011	5,013	1,174	5,077	3,400	9,187		
LOWER CLASS CARRIAGES FITTED WITH RE																		
	Intermediate class		61	14	4	31		11	140			21		4	26			
	Third class		72	15	5	12		37	129	102	28	18	24	51	29	113		
	TOTAL		133	29	9	71		48	269	102	28	29	24	55	55	113		

NOTE.—Excludes other light railways as

railway at close of the Calendar year 1901.

of Report)

code letters used to express railway 4496 m9

3' 36"										2' 6"					1' 0"	Item.					
10 (r)	11 (d)	12	13	14 (u)	15	16	17 (u) Δ (h)	18	19	20	21	22 (u) Δ (J)	23	24 (L) Δ (L)	25 (h)	26	27	28	29	30	Item.
H G V	N	B D.	D. S	A B	D	R R W	R & K	I B	I C	H, G P	S M	S L	I L	P, L	C H	P D	M, R W	D H			
35	4	10	22	51	3	175	31	40	1	37	210	209	100	10	1	4	9	14	1	1	
...	1	
7	
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complete particulars are not furnished.

Appendix 35.

Automatic brakes.

APPENDIX 35.

Rolling-stock fitted with Automatic brakes at close of 1901.

(Referred to in paragraph 57 of Report.)

N.B.—There is no rolling-stock fitted with automatic brakes on the railways not enumerated.

Class No.	Gauge.	Railway.	Particulars.	LOCOMOTIVES.			VEHICLES INCLUDING CARRIES				Class No.
				Fitted	Not fitted	Proportion per cent. of fitted to total	Braked.	Piped.	Not fitted	Proportion per cent. of fitted to total	
1		East Indian	At close of 1900	247	551	30.84	1,281	204	14,454	9.34	1
			Added during 1901	29	—	—	33	—4	—	—	
			Total at close of 1901	275	551	33.78	1,311	200	15,093	8.76	
2 (a)		Eastern Bengal	At close of 1900	61	53	53.54	368	60	2,445	15.00	2 (a)
			Added during 1901	13	—	—	32	15	—	—	
			Total at close of 1901	74	53	62.71	400	75	2,430	10.30	
3		Bengal Central	At close of 1900	5	22	17.52	—	1	608	0.16	3
			Added during 1901	—	—	—	—	—	—	—	
			Total at close of 1901	5	22	17.52	—	1	608	0.16	
4 (a)		Bengal-Nagpur	At close of 1900	56	100	35.90	403	34	4,241	9.34	4 (a)
			Added during 1901	5	—	—	95	23	—	—	
			Total at close of 1901	61	100	34.91	500	57	5,175	9.72	
6 (a) & (b)		Oudh and Rohilkhand	At close of 1900	62	110	36.05	464	51	4,662	5.95	6 (a) & (b)
			Added during 1901	—	—	—	52	9	—	—	
			Total at close of 1901	62	110	37.71	516	60	4,661	11.07	
7 (a) to (c)	5' 6"	North Western	At close of 1900	461	180	71.73	2,009	213	11,314	16.91	7 (a) to (c)
			Added during 1901	33	—	—	44	—7	—	—	
			Total at close of 1901	525	180	75.80	2,143	206	11,283	17.24	
8 (a) to (c)		Great Indian Peninsula	At close of 1900	244	361	40.33	1,264	—	8,214	13.41	8 (a) to (c)
			Added during 1901	21	—	—	—10	—	—	—	
			Total at close of 1901	264	361	43.28	1,268	—	8,214	13.25	
8 (d) to (g)		Indian Midland	At close of 1900	74	64	54.93	135	24	2,507	5.77	8 (d) to (g)
			Added during 1901	—	—	—	17	—2	—	—	
			Total at close of 1901	74	64	54.93	152	22	2,505	6.09	
9 (a) to (f)		Bombay, Baroda and Central India	At close of 1900	125	61	67.20	449	51	4,724	10.22	9 (a) to (f)
			Added during 1901	—	—	—	11	—10	—	—	
			Total at close of 1901	125	61	67.64	460	41	4,724	10.11	
10 (a) & (b)		The Nizam's Guaranteed State	At close of 1900	—	54	—	31	—	1,021	2.71	10 (a) & (b)
			Added during 1901	—	—	—	11	4	—	—	
			Total at close of 1901	—	54	—	42	4	1,021	4.03	
11 (a) to (c)		Madras	At close of 1900	61	106	35.71	566	14	3,141	14.53	11 (a) to (c)
			Added during 1901	30	—	—	119	35	—	—	
			Total at close of 1901	91	106	39.71	685	49	4,661	17.56	
12 (a) to (d)	3' 3 1/2"	East in Bengal including the Kanchi branch, 5' 6" gauge, branch.	At close of 1900	21	78	23.00	254	41	3,112	8.67	12 (a) to (d)
			Added during 1901	23	—	—	42	—4	—	—	
			Total at close of 1901	44	78	44.14	296	45	3,112	10.14	
13 (a)		N. E. . . .	At close of 1900	4	—	100.00	28	—	—	100.00	13 (a)
			Added during 1901	—	—	—	—	—	—	—	
			Total at close of 1901	4	—	100.00	28	—	—	100.00	
14 (a)		Assam Bengal	At close of 1900	44	9	83.02	164	—	1,158	12.41	14 (a)
			Added during 1901	—	—	—	7	—	—	—	
			Total at close of 1901	44	9	83.02	171	—	1,158	12.40	
21		Southern Mahratta	At close of 1900	—	—	—	—	—	—	—	21
			Added during 1901	13	—	—	118	1	—	—	
			Total at close of 1901	13	—	100.00	118	1	5,661	0.33	
23		South Indian	At close of 1900	25	183	12.02	139	27	4,116	5.72	23
			Added during 1901	—	—	—	8	—	—	—	
			Total at close of 1901	25	183	11.68	134	27	4,116	5.76	
24		Burma . . .	At close of 1900	52	119	30.41	214	22	4,195	5.33	24
			Added during 1901	43	—	—	70	12	—	—	
			Total at close of 1901	95	119	46.11	284	34	4,301	6.28	

* Fitted with Westinghouse brake and pipe.

APPENDIX 36.

Appendix 36.
Lighting of stock.*Rolling-stock lighted by gas.*

(Referred to in paragraph 58 of Report)

N. B.—On railways not enumerated, the rolling-stock is lighted with oil lamps.

Class No.	Gauge.	Railway.	Particulars.	Number fitted.	Number not fitted.	Proportion per cent of fitted to total.	REMARKS.
1	3' 6"	East Indian	At close of 1900	1,003	878	53'32	* 1 with electricity.
			Added during 1901	100	...	...
			At close of 1901	1,103	887	55'43	
2 (a)		Eastern Bengal	At close of 1900	371	67	84'70	
			Added during 1901	13	..	...
			At close of 1901	384	46	89'30	
4 (a)		Bengal Nagpur	At close of 1900	8138	411	25'14	
			Added during 1901	80	..	...
			At close of 1901	224	39	36'19	
6 (a) & (b)		Oudh and Rohilkhand	At close of 1900	484	270	64'19	
			Added during 1901	42	...	..
			At close of 1901	526	86	85'95	
7		North Western	At close of 1900	456	1,604	21'51	
			Added during 1901	52	...	...
			At close of 1901	508	1,566	24'49	
8		Great Indian Peninsula	At close of 1900	1,011	600	62'76	
			Added during 1901	270	...	...
			At close of 1901	1,281	722	63'33	
9		Bombay, Baroda and Central India	At close of 1900	508	26	95'13	
			Added during 1901	10	..	...
			At close of 1901	518	13	97'55	
10 (a) & (b)		The Nizam's Guaranteed State	At close of 1900 . . . .	..	...	...
			Added during 1901	113	..	...
			At close of 1901	113	2	98'26	
11		Madras	At close of 1900	510	218	72'69	
			Added during 1901	24	...	..
			At close of 1901	610	411	58'14	
(a) (b) to (d)	3' 3 1/2"	Eastern Bengal	At close of 1900	
			Added during 1901	273	..	...
			At close of 1901	273	140	66'10	
24		Assam Bengal	At close of 1900	166	...	100'00	
			Added during 1901	—18	...	...
			At close of 1901	148	15	90'79	
21		Southern Mahratta	At close of 1900	763	125	85'92	
			Added during 1901	70	...	...
			At close of 1901	842	124	87'16	
10 (c)		Hyderabad-Godavari Valley	At close of 1900 . . . .	...	...	...
			Added during 1901	81	...	...
			At close of 1901	81	..	100'00	
		Total for railways enumerated above, at close of 1901 .		6,577	4,437	59'71	

Appendix 37.
Interlocking and train signalling.
APPENDIX 37.

Railways on which points and signals are interlocked and on which block instruments are used for train signalling.

(Referred to in paragraph 60 of Report.)

N.B.—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

CLASS No.		Railway.	Particulars.	Total number of stations on railway.	STATIONS AT WHICH POINTS AND SIGNALS ARE INTERLOCKED		STATIONS AT WHICH BLOCK INSTRUMENTS ARE USED FOR TRAIN SIGNALLING	
Main.	Sub.				No.	Name of system of interlocking.	No.	Name of block instrument.
1	...	K. L.	At close of 1900 . . .	331	56	44 "English" system	2	13 Pryce and Ferriar's 2 Tyler's Tablet apparatus.
			Added during 1901 . . .	9	17	24 Sashy and Farmer's 2 Experimental.	13	
			At close of 1901 . . .	340	75		15	
2	...	I. B. S.	At close of 1900 . . .	101	14	17 List and Morse's
			Added during 1901 . . .	6	17	8 Mackenzie and Holland's 6 Experimental.		
			At close of 1901 . . .	107	31			
4	...	D. N.	At close of 1900 . . .	140	43		8	4 Webb and Thomson's "Electric Staff," 2 Tyler's Tablet 2 Winter's Tablet, 3 Dutton's Tablet, 2 Webb's Staff.
			Added during 1901 . . .	12	37	70 List and Morse's 2 Experimental.	3	
			At close of 1901 . . .	152	80		11	
6	...	O. and R.	At close of 1900 . . .	154	60	
			Added during 1901 . . .	...	...	26 List and Morse's 6 Experimental.	
			At close of 1901 . . .	154	60			
7	...	N. W.	At close of 1900 . . .	401	100	100 List and Morse's, 21 Tyler's.
			Added during 1901 . . .	21	7	17 List and Morse's 2 Experimental.		
			At close of 1901 . . .	422	207			
8	(a) to (c)	G. I. P.	At close of 1900 . . .	231	24		24	Pryce's single wire semaphore.
			Added during 1901 . . .	231	24	21 Sashy and Farmer's 2 Country made.	24	
			At close of 1901 . . .	231	24		24	
8	(d) to (f)	I. M.	At close of 1900 . . .	142	13	
			Added during 1901 . . .	2	...	11 Wicket 2 Experimental.		
			At close of 1901 . . .	144	15			
9	(a) to (c) & (d)	B. B. and C. I.	At close of 1900 . . .	146	...	9 Mackenzie and Holland's 1 Country made 1 Experimental.	70	75 Pryce's block, 2 Tyler's.
			Added during 1901 . . .	9	1		1	
			At close of 1901 . . .	155	22		77	
9	(d) to (f)	R. M.	At close of 1900 . . .	250	10	5 Country made 1 Mackenzie and Holland's 2 Dutton's.
			Added during 1901 . . .	6	...			
			At close of 1901 . . .	256	10			
10	...	N. G. S.	At close of 1900 . . .	111	37	46 List and Morse's 1 Experimental.
			Added during 1901 . . .	...	...	
			At close of 1901 . . .	111	37			
11	...	M.	At close of 1900 . . .	111	1	11 List and Morse's 1 Experimental.	10	109 Winter's Block with start- ing semaphores, 25 Winter's Block without semaphores, 6 Experimental.
			Added during 1901 . . .	215	4		14	
			At close of 1901 . . .	215	4		14	
20	...	B. G. I. P.	At close of 1900 . . .	64
			Added during 1901 . . .	...	1	1 Experimental ...	...
			At close of 1901 . . .	64	1		...	
21	...	S. M.	At close of 1900 . . .	211	...		10	100 Morse's, 102 Wicket's, 4 Theobald's train key, 4 Webb and Thomson's "Electric Staff."
			Added during 1901 . . .	...	...		...
			At close of 1901 . . .	211	...		...
23	...	S. L.	At close of 1900 . . .	18	6		21	Winter's Tablet issuing.
			Added during 1901 . . .	4	1	6 Dutton's, 1 Sashy and Farmer's.	...	
			At close of 1901 . . .	182	7		21	
24	...	B.	At close of 1900 . . .	175	2	
			Added during 1901 . . .	11	...	1 Sashy and Farmer's 1 Dutton's.	...	
			At close of 1901 . . .	186	2		...	

* Revised figures.

† At Khujpur station 3 different kinds of instruments are used.

At five stations 2 kinds of instruments are in use and therefore included twice under each head.

APPENDIX 38.

Appendix 38.
Accidents.*Accidents and casualties on railways treated as one System during the Calendar years 1900 and 1901.*

(Referred to in paragraph 61 of Report.)

Description.	Accidents reported to Local Governments under section 83 of the Indian Railways Act IX of 1890, i.e., serious accidents.		Other accidents.		Total number of accidents.		NUMBER OF PASSENGERS AND OTHERS.				NUMBER OF SERVANTS.				TOTAL OF ALL CLASSES.			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.
1. Collisions between passenger trains or parts of passenger trains	3	6	1	2	7	5	..	..	5	7	..	..	2	...	...	10	5
2. Collisions between passenger trains and goods or material trains, engines and vehicles standing at end of the line	25	31	11	22	11	51	..	1	9	21	5	2	8	21	5	11	51	
3. Collisions between goods trains or parts of goods train	11	11	1	6	6	30	..	..	...	9	2	..	12	6	2	12	7
4. Collisions between light engines . . . . .	..	1	19	15	2	11	..	..	..	..	..	..	3	5	..	..	5
5. Passenger trains or parts of passenger trains leaving the rails	1	1	12	4	..	111	..	..	2	..	2	..	6	..	..	..	..
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	10	4	..	20	55	101	..	..	..	..	..	1	5	6	..	1	7
7. Trains or engines travelling in the wrong direction through points	1	10	1	14	11	131	..	..	..	..	..	1	3	4	..	1	10
8. Train running into station or along at too much a speed	5	..	9	31	11	31	..	..	..	2	..	..	2	..	..	..	2
9. Train running over cattle on the line	1	6	..	24	..	44	9	9	..	9	1	..	..	..	1	2	..
10. Train running over obstructions on the line	11	11	1	16	12	173	..	†	11	1	..	..	2	..	3	3	9
11. Train running through gate at level crossing	2	..	2	4	..	49	..	..	..	..	..	..	..	..	..	..	..
12. The breaking of boilers of engines . . . . .	..	..	..	1	2	1	..	..	..	..	..	..	..	..	..	..	..
12. (a) The breaking of tubes, etc., of engines . . . . .	..	..	..	20	..	20	..	..	..	..	1	2	1	..	1	3	1
13. The failure of machinery, springs, etc., of engines	6	5	20	70	25	106	..	..	..	..	1	..	..	..	1	..	..
14. The failure of tyres . . . . .	..	..	22	21	2	21	..	..	..	..	..	..	..	..	..	..	..
15. Ditto of wheels . . . . .	..	..	5	4	5	5	..	..	..	..	..	..	..	..	..	..	..
16. Ditto of axles . . . . .	..	17	..	5	15	74	..	..	1	..	..	..	1	..	..	1	1
17. Ditto of brake apparatus	1	1	6	7	7	8	..	..	..	..	..	..	..	..	..	..	..
18. Ditto of couplings	6	3	15	12	17	15	1	..	11	5	1	1	1	1	1	9	13	
19. Ditto of turnbuckles, hooks, vices, etc. . . . .	..	..	..	2	..	2	..	..	..	..	..	..	..	..	..	..	..
20. Broken rails	1	3	1	17	15	17	..	..	..	..	..	..	..	3	..	..	1
21. The flooding of portions of permanent-way	1	20	11	6	11	16	1	..	4	..	..	..	..	..	11	..	19
22. Slips in cuttings or embankments . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23. Fire in trains	5	7	10	31	11	40	..	..	..	..	..	..	2	..	..	2	..
24. Fire at stations, or involving injury to bridges or viaducts	2	4	10	215	11	219	..	1	..	1	..	3	1	10	..	4	22	
25. Other accidents	20	23	16	633	181	656	2	95	6	95	8	3	20	5	11	8	15	
TOTAL	233	249	6,255	5,253	6,451	6,502	528	116	665	561	21	14	84	85	39	30	170	144

* Not passengers.
 † Of these, two were not passengers.
 ‡ Of these, five were not passengers.
 § Of these, one was not a passenger.

|| Of these, thirteen were not passengers.
 ¶ Of these, fourteen were not passengers.
 ** Of these, eight were not passengers.
 †† Of these, four were not passengers.

Appendix 39.
Railway Servants and Provident Fund.

APPEN

Numerical Return of Servants of all races employed on each railway (open lines only) and
(Referred to in paragraph—

Class No.		Railway.	NUMBER OF SERVANTS EMPLOYED.							
Main.	Sub.		European.		Indian.		Natives.		Total.	
			1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.
1	—	East Indian	1,192	1,478	872	974	68,440	66,960	70,711	63,332
2	—	Eastern Bengal State	273	293	138	361	12,852	12,634	13,700	21,278
3	—	Bengal Central	12	10	14	17	1,152	1,251	1,506	1,576
4	—	Bengal Nagpur	200	202	460	649	14,200	16,072	15,610	17,013
5	—	Calcutta Port Commissioners*	1	2	15	13	618	702	634	719
6	—	Orissa and Kolchhand State	203	200	216	237	15,472	17,794	15,871	16,257
7	—	North Western State	754	716	666	631	18,170	51,781	49,692	52,966
8	(a) to (k)	Great Indian Peninsula	1,115	1,212	710	1,200	47,167	47,700	49,150	49,501
9	(a) to (e) and (h) and (i)	Bombay, Hyderabad and Central India	200	219	210	220	12,110	12,934	12,214	13,302
10	(e) to (i)	Rajputana-Malwa	400	440	507	537	22,800	24,000	23,400	24,021
11	—	Nizam's Guaranteed State	80	73	350	374	7,000	8,000	8,184	8,700
12	—	Madras	173	215	1,071	1,371	13,900	16,100	15,015	21,500
13	—	Bengal Dooars	5	4	3	4	610	700	627	700
14	—	Dibru Saraya	6	10	—	—	600	600	604	935
15	—	Assam-Nepal	40	66	60	100	7,100	4,000	5,752	5,100
16	—	Doughat	—	—	15	1	100	50	71	52
17	—	Bengal and North-Western	170	170	170	174	13,100	14,200	13,700	14,200
18	—	Kolchhand and Kumbhar	—	20	10	10	100	300	300	300
19	—	Jodhpur-Dikar	7	11	3	1	2,000	2,000	2,000	2,000
20	—	Udaipur-Chit	2	2	—	—	—	30	30	300
21	—	Bhavnagar-Gondal-Jamnagar-Porbandar	15	10	10	25	200	200	200	200
22	—	Southern Mahratta	100	170	100	100	13,100	13,100	11,000	13,700
23	—	South India	60	60	60	60	11,000	11,000	12,100	12,100
24	—	Goona	4	10	10	50	11,000	11,000	11,000	11,000
25	—	Muz	—	1	1	1	500	500	500	500
26	—	Rat	1	1	—	2	100	100	100	100
27	—	Teleshwar-Magra	1	—	—	1	100	100	100	100
28	—	Panichet-Khannagar	1	1	1	1	100	100	100	100
29	—	pur-Balipat	2	2	1	2	100	100	100	100
30	—	Darjeeling-Haldighat	21	20	10	10	800	800	800	800
31	—	Howrah-Amta	3	3	1	1	400	300	400	300
32	—	Howrah-Sherkhan	1	1	—	—	200	100	200	100
33	—	Jodhpur	2	2	—	—	100	100	100	100
TOTAL			5,221	5,400	7,361	8,183	31,100	35,000	34,000	37,000

* The number under "Voluntary" represents subscribers over 5 per cent.

† Appro

‡ Information

§ Revised

|| Excludes bonuses for the

the amounts deposited by them in the Provident Fund at the close of the Calendar year 1901.

(4 and 67 of Report.)

AMOUNTS DEPOSITED IN PROVIDENT FUND.						RAILWAY.	Class. No.	
Number of depositors.		Amount at their credit on 1st December 1901 in rupees					Main.	Sub.
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by railway	Total to depositors' credit			
4†	8†	₹	₹	₹	₹	East Indian	1	---
6,076	8,742				1,10,11,148	Eastern Bengal State	2	---
110	4,140	15,26	8,51,011	7,78,105	16,56,06	Bengal Central	3	---
---	320	---	55,471	17,24	71,375	Bengal-Nagpur	4	---
132	2,502	21,223	1,05,017	5,15,017	8,21,029	Chota Nagpur Commission	5	---
---	---	---	---	---	---	Coastal and Kolikhand State	6	---
56	2,00	24,31	5,55,007	4,47,071	10,22,122	North Western State	7	---
204	6,367	73,364	23,25,061	20,11,801	46,00,940	Coastal Indian Peninsula	8	(a) to (h)
16	1,504	1,1,151	1,10,115	---	1,12,10,00	Bombay, Barod and Central India	9	(i) to (j) and (k) and (l).
---	2,467	---	14,97,400	10,08,740	25,06,208	Rajputana-Malwa	9	(i) to (j)
236	3,445	51,100	12,20,813	11,17,010	23,87,092	Nizam's Guaranteed State	10	---
---	1,106	---	3,17,00	2,10,000	5,15,000	Madras	11	---
61	4,041	8,1,227	10,2,22,6	7,17,100	18,07,713	Pearal District	12	---
---	---	---	7,10	---	7,10	Madras State	13	---
---	---	---	---	---	---	Andhra Pradesh	14	---
---	701	---	0,1,10	4,04,00	1,06,2,10	Bombay	15	---
---	---	---	---	---	---	Bombay and North-Western	16	---
39	1,100	1,100	4,07,000	4,07,000	9,01,000	Bombay and Madras	17	---
2	300	1,100	1,10,000	1,10,000	1,10,000	Bombay State	18	---
27	200	3,100	1,10,000	2,10,000	1,10,000	Bombay State	19	---
---	---	---	---	---	---	Bombay State	20	---
147	470	1,100	1,10,000	1,10,000	1,10,000	Bombay State	21	---
---	---	---	---	---	---	Bombay State	22	---
10	2,113	2,113	1,10,000	1,10,000	1,10,000	Bombay State	23	---
---	2,113	2,113	1,10,000	1,10,000	1,10,000	Bombay State	24	---
---	---	---	---	---	---	Bombay State	25	---
---	---	---	---	---	---	Bombay State	26	---
---	---	---	---	---	---	Bombay State	27	---
---	21	---	485	161	556	Bombay State	28	---
---	---	---	---	---	---	Bombay State	29	---
---	---	---	---	---	---	Bombay State	30	---
---	142	---	1,01,063	57,545	1,58,608	Bombay State	31	---
---	107	---	2,174	060	2,234	Bombay State	32	---
---	23	---	1,003	220	1,223	Bombay State	33	---
4	22	370	6,014	3,705	10,709	Bombay State	34	---
7,235	53,672	3,30,000	1,76,00,550	87,19,944	3,78,01,536	TOTAL		

and that under "Compulsory" subscribers of 5 per cent. only.
sums.
and furnished.
figures.
second-half of the year.

Appendix 40.
Volunteers.

APPENDIX 40.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1901.

(Referred to in paragraph 65 of Report.)

Classification Number.		Corps.	ENROLLED STRENGTH.					Total number of European and Eurasian employees on railway.	Sergeant Inspectors furnished by the Army.	REMARKS.
Main.	Sub.		EFFICIENTS.			Non-efficient.	Total number of volunteers in corps.			
			Officers.	Non-Commissioned Officers.	Volunteers.					
1	...	East Indian	67	175	1,755	23	2,020	2,422	17	
2		Eastern Bengal State . . . . .	...	73	521	9	613	644	4	
4	..	Bengal-Nagpur	11	113	...	...	699	941	8	* Includes 38 employees other than European and Eurasian.
6	.	Cochin and Rangoon State— Madrass, Mysore & Cochin	12	49	37	21	149	465	8	Includes 1 Parver.
7		North Western State— Punjab, Delhi, Meerut, Rohilkhanda, & ...	51	119	611	13	1,194	1,102	17	
8	(a) to (c)	Central Indian Peninsula	26	1,111	...	9	...	...	10	
8	(d) to (h)	Indian States— Madhya Pradesh, British Rajpootana, ...	18	46	379	53	149	1,746	...	Includes 65 ...
9	(i) to (e), and (f) and (g)	Bombay, Borda and Central India— Bombay, Borda, British Rajpootana, ...	22	96	41	51	...	418	5	* Includes 21 ...
9	(f) to (i)	British India— British India, British India, British India, ...	21	111	611	...	...	...	10	
10	...	North Western State— British India, British India, British India, ...	7	...	141	51	...	42	...	
11	...	Madhya Pradesh . . . . .	...	128	...	71	613	1,516	9	Includes the total of the ...
11	(a)	Ajmer-Merwara	10	16	119	...	145	164	1	Includes the total of the ...
12	.	Bombay and North Western— Bombay, British India, British India, ...	2	12	371	...	...	...	6	* Includes 12 ...
13	...	Rohilkhanda State— British India, British India, British India, ...	1	2	15	...	15	44	...	Includes 12 ...
14	...	Udampur Division— British India, British India, British India, ...	...	1	...	...	1	2	...	
15	.	British India— British India, British India, British India, ...	...	11	17	5	33	44	1	
21		Southern Mahratta	22	91	571	...	661	573	7	* Includes 160 Gouans.
22		South Indian	8	11	411	19	524	700	8	
24		Burma	14	...	51	7	1570	611	9	Includes 36 Burmese and Karens.
25		Morvi— British India, British India, British India, ...	...	...	...	2	2	2	...	
26	.	British India— British India, British India, British India, ...	...	1	6	...	7	30	...	

N.B.—European and Eurasian employees on railways which have no volunteer corps are excluded from this statement.

APPENDIX 41.

Appendix 41.
Police.

Strength and cost of the Police force on each Railway (open lines), and the amount of compensation payments due to thefts for the Calendar year 1901.

(Related to in paragraph 66 of Report)

Class No		Railway.	Subordinate officers.	Constables and men.	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY				Cost of loss to the railway per mile open.	Compensation payments due to thefts in thousands.	REMARKS.
Main	Sub.				Super- vision	Constable at men ^a	Conten- gements	Total cost of loss to the railway.			
			Average No.	Average No.	Rs.	1's	1's	Rs.	Rs.	Rs.	
1	...	East Indian	57	1,232	50,145	1,70,855	30,750	2,01,302	95'90	92,113	
2	...	Eastern Bengal State	60	1,081	1,360	40,470	111	42,189	42'10	6,135	* Includes supervision charges on the Cooch Behar railway, as the cost cannot be separated between "supervision" and "constables and men."
3	...	Bengal Central	3	24	3,091	5,233	431	9,102	71'41	..	
4	...	Bengal-Nagpur	7	431	12,013	20,000	30,000	48,251	20'09	266	
5	...	Oudh and Rohilkhand State	3	491	2,022	3,027	2,100	37,171	33'05	13,176	
6	...	North Western State . . . . .	...	1,595	...	1,400	1,023	1,47,000	31'34	1,007	
7	...	Great Indian Peninsula	22	701	53,000	1,23,500	10,000	1,36,500	6'13	1,593	
8	(a) to (d) & (e)	Bombay, Baroda and Central India	65	461	20,500	52,211	7,697	81,791	102'32	45,016	
9	(a) to (d)	Rajputana-Malwa	137	694	32,300	1,00,000	12,500	1,34,800	64'73	70,000	
10	...	Nizam's Guaranteed State	3	147	8,137	20,400	1,100	29,767	40'06	...	
11	...	Mysore	11	31	11,131	45,000	7,000	67,132	41'21	7,000	
12	...	Bengal-Borah . . . . .	...	8	...	1,000	11	1,000	18'57	...	
13	...	Assam-Bengal	2	160	2,500	12,500	1,000	16,000	20'05	75	
14	...	Bengal and North-Western	5	478	6,213	37,000	6,000	50,137	30'90	1,300	
15	(a) & (b)	Rohilkhand and Kumaon	11	120	2,070	10,000	1,400	11,470	47'57	735	
16	...	Jodhpur-Bikaner	1	30	1,250	2,000	300	4,500	6'25	...	
17	...	Rhavnagar-Gondal-Junagadh-Porbandar	25	105	16,827	12,400	6,300	35,527	78'11	2,192	
18	...	Southern Mahratta	13	653	21,000	70,000	9,000	1,00,000	10'00	3,907	
19	(a) & (b)	South Indian . . . . .	...	207	...	...	...	150,593	45'55	1,030	† Including cost of Government supervision, Rs. 3,572
20	...	Barma	81	389	11,304	60,500	10,700	82,504	77'30	4,113	
21	...	Morvi	3	12	772	1,232	590	2,600	27'53	157	
22	...	Barai	1	4	...	741	21	762	35'20	4	

Transactions of the Fine Funds for the calendar year 1901.

(Referred to in paragraph 68 of Report.)

CLASS No.		Railway.	A. & R.				DISBURSEMENTS.						Balance in hand on 31st December 1901.
Main	Sub.		Purchased by the Government.	Received by the Government.	Balance in hand.	Total.	Hospitals for sick employees.	Compensation allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	East Indian	51,136	14,49	1,75	67,390	40	31	3,008	70	1,002	4,030	62,453
2	...	Eastern Bengal	2,220	9,37	10	11,577		50	2,267	2,494	2,451	7,263	4,707
3	...	Bengal Central	4,164	45	141	5,091		216			301	519	4,542
4	a) & (b)	Bengal-Nagpur	8,471	10,11	92	20,043			237	5,180	3,376	8,283	11,060
6	...	Oudh and Rohilkhand	40,596	1,115	1,217	48,518			3,144	7,011	1,315	18,660	29,810
	...	North Western	3,219	15,701	85	1,000		277	10,937	2,107	1,526	17,837	1,258
8	...	Great Indian Peninsula	10,248	1,711	41	11,410		4,300	1,000	1,450	1,100	8,580	15,522
9	a) to (c) (1) & (2)	Bombay, Baroda and Central India	1,503	1	902	11,121	71	1,217	83	15	1,752	4,000	5,762
10	...	Northern (transferred to State)	3,046	1,114	115	4,711		110	61		17	1,701	2,021
11	...	Madras	5,700	7,115	2,272	1,244		400	110	100	2,100	1,710	1,000,032
12	...	Penal Discharge	6	4		1,129				2		2	1,104
14	...	Assam-Bengal	6	27		5,744		5	800	141	614	1,561	6,411
16	...	Bengal and North Western	21,100	1,000	1	1		500		1,111	101	2,011	2,252
17	a) & (1)	Rohilkhand and Kumaon	2	1,004	1	1,004							1,531
18	a) to (c) (1)	Pajputana-Malwa	5,112	1,100	1,100	1,100	100	4	1,114	201	1,100	9,100	57,504
18	...	Jodhpur-Bikaner		40		105							405
19	...	Udaipur-Chitr	21	10		152							352
20	...	Bhavnagar and Junagadh and	4	11	137	1,000			23	17	1	416	5,376
21	...	Southern Mahratta	3	6,200		1,010		100	1,000	1,510	3,000	6,410	206
22	...	Coastal India	1,710	10,600		1,710		110		1,002	1,300	20,302	1,53,567
24	...	Burma	11,107	12,121		21,121			2,516	14,072	3,412	20,000	3,098
25	...	Meerut	95	124		1,779		140				140	939
27	...	Lakshmi-Nagar-Magadh	40	56		102						92	10
30	...	Darjeeling-Himalayan	116	141		257				100	2	102	155
31	...	Jorhat	62	71	1	134							134

* Approximate figures.

APPENDIX 43.

Appendix 43.
Schools.*Railway and Railway aided Schools at the close of the Calendar year 1901.*

(Referred to in paragraph 69 of Report.)

N.B.—A reference to appendix 2 will furnish the key to the code letters used to represent railway systems.

CLASS No.		Railway	RAILWAY SCHOOLS										LOCAL AND DISTRICT SCHOOLS.				
			ATTENDANCE.					ANNUAL CONTRIBUTIONS.					AVERAGE DAILY ATTENDANCE.		Annual Railway Grant.		
			Number on the roll	Average daily attendance	Number on the rolls	Average daily attendance	By Government	By Railway	By School fees	Total	Annual expenditure	Number of school children	Apprentices and workmen.				
Rs.	Rs.	P.												Rs.	Rs.		
1	...	E. I.	{ European	20	1,081	614	54	41	13,781	144,754	77,035	1,76,570	1,80,611	...	...	...	...
			{ Native	33	160	1,581	1,514	960	3,945	2,095	20,124	33,194	31,791	...	...	...	...
2	...	F. R. S.	{ European	...	...	...	...	...	...	...	...	...	...	1	84	6	3,028
			{ Native	4	4	40	14	97	...	1,036	...	1,036	1,036	10	81	8	1,291
4	...	B. N.	{ European	5	126	109	...	...	625	1,270	2,002	6,117	6,114	2	68	...	100
			{ Native	3	179	111	...	...	276	911	1,187	2,111	1,187	...	...	...	...
6	...	O. and P.	{ European	...	27	21	...	42	...	...	...	...	...	10	61	...	4,498
			{ Native	2	...	...	...	...	...	...	...	...	...	...	...	...	...
7	...	N. W.	{ European	2	4	...	21	12	...	...	71	4,121	4,111	17	29	...	14,620
			{ Native	...	104	...	1,211	14	...	...	...	6,111	5,110	1	74	...	1,487
8	(a) to (c)	N. P.	{ European	6	61	210	...	...	...	11,121	2,117	16,110	16,110	11	5	5	5,335
			{ Native	...	...	...	...	...	...	...	...	...	...	1	...	5	710
9	(d) to (f)	I. M.	{ European	2	51	21	...	...	...	2,111	50	2,111	2,111	...	...	...	...
			{ Native	...	...	...	...	...	...	...	...	...	...	3	...	5	735
10	(g) to (i) and (j) to (l)	M. R. & C. L. E.	{ European	4	92	71	23	17	1,111	1,111	1,111	2,111	2,111	10	53	...	3,447
			{ Native	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	(j) to (l)	P. M.	{ European	11	477	2,111	135	11	2,111	1,111	1,111	2,111	2,111	1	31	...	190
			{ Native	...	...	...	...	...	...	...	...	...	...	5	23	...	2,111
12	...	M. I.	{ European	1	31	205	...	...	...	1,111	1,111	1,111	1,111	3	5	...	430
			{ Native	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	...	D. S.	{ Native	1	171	70	...	...	...	...	...	...	...	...	...	...	...
16	...	B. & N. W.	{ European	...	41	28	...	...	...	1,111	1,111	1,111	1,111	2	32	20	324
			{ Native	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	...	R. G.	{ European	1	6	5	...	...	...	...	...	...	...	...	...	...	...
			{ Native	1	40	30	...	...	...	...	...	...	...	...	...	...	...
21	...	S. M.	{ European	15	45	171	177	60	700	512	1,111	2,111	2,111	...	...	...	...
			{ Native	1	14	11	...	...	...	...	...	...	...	...	...	...	...
22	...	S. I.	{ European	4	13	110	...	...	...	...	...	...	...	...	...	...	...
			{ Native	1	31	...	...	...	...	...	...	...	...	...	...	...	...
23	...	B.	{ European	3	61	56	0	8	1,015	751	1,280	1,011	2,751	12	13	...	2,093
			{ Native	2	125	11	30	27	279	1,267	2,011	3,011	2,011	...	...	...	...
10	...	N. G. S.	{ European	2	45	41	...	...	...	1,111	70	1,111	1,111	...	...	...	...
			{ Native	1	51	29	16	8	...	771	30	514	786	6	13	...	810

* Including the joint railway school at Aligarh, Moghal Sarai, Ghazial, Delhi and Umballa.

† Including Rs. 145 and Rs. 86 received from the North Western State railway for the joint railway schools at Ghazial and Umballa. Rs. 100 and Rs. 210 received from the Oudh and Rohilkhand State railway for the joint railway schools at Aligarh and Moghal Sarai and Rs. 90 received from the Rajputana-Malwa railway for the joint railway school at Delhi.

‡ Includes Rs. 62 received from the Oudh and Rohilkhand State railway for the joint railway school at Moghal Sarai.

§ Information not furnished.

|| Approximate.

Appendix 44.
Earnings under different heads.

APPEN

Gross earnings under different heads of each

Serial No.	GAUGH.		5' 6"					
	CLASS No.		1		2		3	
	Railway.		East Indian		Eastern Bengal State.		Bengal Central.	
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
COACHING.								
1	1st class	Number	30,917	33,320	10,110	10,210	864	995
2		Earnings Rs.	5,09,661	5,39,174	1,60,111	1,60,910	2,875	3,304
3	2nd class	Number	93,201	104,111	30,111	30,111	9,230	10,270
4		Earnings Rs.	4,11,451	4,61,705	1,11,111	1,11,111	10,200	12,033
5	3rd or intermediate class	Number	71,810	77,810	24,111	24,111	20,111	21,111
6		Earnings Rs.	1,11,111	1,11,111	2,11,111	2,11,111	10,246	22,588
7	4th or lowest class	Number	10,210	10,210	5,111	5,111	8,111	7,973
8		Earnings Rs.	7,111	8,111	2,111	1,111	3,111	3,091
9	Season tickets of all classes	Number	1,111	7,111	4,111	5,111	9,111	9,111
10		Earnings Rs.	1,111	7,111	6,111	6,111	9,111	8,111
11	Total passengers	Number	1,111	1,111	6,111	6,111	9,111	9,111
12		Earnings Rs.	1,111	1,111	2,111	2,111	3,111	3,111
13	Parcels	Earnings Rs.	5,111	5,111	1,111	1,111	1,111	1,111
14	Luggage	Earnings Rs.	3,111	3,111	7,111	9,111	13,111	11,111
15	Other coaching traffic	Earnings Rs.	1,111	1,111	1,111	1,111	1,111	1,111
16	Total coaching traffic	Earnings Rs.	1,111	1,111	1,111	1,111	1,111	1,111
GOODS.								
17	General merchandise	Tons	2,111	2,111	6,111	6,111	3,111	3,111
18		Earnings Rs.	1,111	1,111	3,111	3,111	9,111	9,111
19		Average rate per ton per mile	5.53	5.54	5.11	5.11	5.11	5.11
20	Military stores	Tons	2,111	2,111	1,111	1,111	1,111	1,111
21		Earnings Rs.	2,111	2,111	1,111	1,111	1,111	1,111
22		Average rate per ton per mile	10.11	10.11	26.11	26.11	13.11	13.11
23	Coal for the public and for foreign railways	Tons	1,111	1,111	1,111	1,111	1,111	1,111
24		Earnings Rs.	1,111	1,111	1,111	1,111	1,111	1,111
25		Average rate per ton per mile	3.11	3.11	3.11	3.11	3.11	3.11
26	Revenue stores including coal and materials for construction	Tons	6,111	6,111	6,111	6,111	6,111	6,111
27		Earnings Rs.	6,111	6,111	6,111	6,111	6,111	6,111
28		Average rate per ton per mile	1.11	1.11	1.11	1.11	1.11	1.11
29	Total goods	Tons	1,111	1,111	1,111	1,111	1,111	1,111
30		Earnings Rs.	1,111	1,111	1,111	1,111	1,111	1,111
31		Average rate per ton per mile	4.11	4.11	4.11	4.11	4.11	4.11
SUNDRIES.								
32	Electric telegraph	Earnings Rs.	4,111	4,111	1,111	1,111	998	827
33	Steam boat	Earnings Rs.	9,111	9,111	9,111	9,111	—	—
34	Sundries	Earnings Rs.	4,111	4,111	4,111	4,111	1,111	1,111
TOTAL.								
35	Grand total Earnings	Rs.	3,70,70,671	3,52,77,083	73,90,843	73,90,843	6,47,138	7,57,810
36	Total working Expenses	Rs.	1,11,11,111	1,11,11,111	40,17,068	40,17,068	3,61,700	4,00,500
37	Net Earnings	Rs.	2,59,59,560	2,41,65,972	33,73,775	33,73,775	2,85,438	3,57,310

* Including revenue stores but excluding live stock.
† Including all other items not detailed above.

DIX 44.

Appendix 44.
Earnings under different heads.

railway (by systems) during each half-year of 1901.

5' 6"												Serial No.
4		5		6		7		Great Indian Peninsula system.				
Bengal-Nagpur (a) & (b).		Calcutta Port Commissioners' b		Oudh and Rohilkhand State		North Western State (a) to (f)		C. I. P. (a) to (c).		Indian Midland (d) to (h).		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5,312	6,152	...	...	14,035	14,771	27,212	7,000	3,603	36,053	...	5,000	1
58,692	6,103	...	...	73,495	81,100	1,05,500	1,84,510	2, 1, 15	2,8, 1, 15	6, 1, 15	1, 1, 15	2
10, 3, 00	10, 3, 00	...	...	47, 1, 01	50, 0, 14	8, 0, 00	17, 1, 16	1, 0, 20	1, 0, 20	21, 0, 0	2, 1, 1	3
7, 0, 57	10, 0, 00	...	...	1, 74, 494	1, 20, 470	2, 50, 417	2, 61, 460	4, 0, 170	1, 1, 177	1, 1, 177	1, 1, 177	4
8, 4, 45	7, 0, 15	...	...	21, 0, 44	2, 58, 7, 0	6, 5, 57	1, 0, 0, 0	2, 0, 71	7, 0, 17	10, 0, 0	1, 1, 1	5
96, 0, 0	89, 5, 24	...	...	1, 72, 1, 17	1, 0, 1, 282	5, 0, 1, 41	5, 0, 1, 719	4, 1, 1, 1	1, 0, 1, 1, 8	8, 0, 0, 0	2, 0, 1, 077	6
3, 0, 7, 435	2, 7, 1, 416	...	...	3, 0, 30, 3, 0	4, 1, 1, 780	8, 0, 5, 021	1, 0, 8, 1, 0	7, 1, 42, 3, 0	1, 0, 7, 1, 13	1, 0, 7, 1, 13	1, 0, 7, 1, 13	7
24, 0, 4, 9, 46	2, 1, 1, 1, 02	...	...	21, 2, 1, 4, 90	22, 6, 9, 1, 0	52, 1, 3, 257	57, 1, 1, 1, 00	2, 1, 7, 417	7, 1, 1, 7, 45	9, 1, 1, 1, 1	8, 1, 1, 1, 1	8
3, 1, 4, 0	5, 5, 0, 00	...	...	...	...	...	...	2, 1, 1, 1, 300	2, 2, 0, 1, 1, 0	...	...	9
2, 7, 0	4, 7, 1	...	...	...	...	...	...	1, 0, 0, 0	1, 0, 1, 1	2, 0, 0	...	10
3, 1, 5, 441	2, 1, 0, 1, 10	...	...	4, 2, 4, 1, 047	4, 5, 2, 1, 10	1, 0, 7, 4, 0	1, 0, 1, 1, 1, 1	1, 0, 7, 4, 0	1, 0, 1, 1, 1, 1	1, 0, 7, 4, 0	1, 0, 1, 1, 1, 1	11
27, 0, 0	2, 1, 0, 1, 1, 0	...	...	...	...	...	...	41, 1, 0, 0, 7	1, 0, 0, 0, 0	12, 0, 0, 0, 7	1, 0, 1, 1, 1, 1	12
1, 0, 2, 8, 36	9, 0, 7, 0	...	...	1, 0, 0, 2, 1, 0	1, 1, 0, 0, 22	3, 0, 0, 0, 0	5, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	9, 0, 1, 3, 0	8, 1, 0, 0, 0	13
71, 0, 00	8, 1, 1, 1	...	...	71, 1, 2, 6	8, 1, 1, 1	2, 1, 1, 0, 0	1, 0, 1, 0, 0	2, 2, 1, 7, 34	1, 0, 0, 0, 0	1, 0, 1, 1, 1	57, 7, 0, 0	14
1, 0, 0, 0	71, 0, 0	...	...	1, 0, 0, 0	1, 2, 0, 0, 0	2, 1, 0, 0, 0	1, 0, 1, 1, 0	2, 1, 0, 0, 0	2, 1, 0, 0, 0	1, 0, 0, 0	70, 1, 2, 7	15
29, 1, 1, 1, 0	2, 1, 1, 1, 07	...	...	2, 0, 0, 0, 0	1, 0, 1, 1, 1	1, 0, 0, 0, 0	1, 0, 1, 1, 1	1, 0, 0, 0, 0	1, 0, 1, 1, 1	1, 0, 1, 1, 1	1, 0, 1, 1, 1	16
4, 3, 8, 10	3, 0, 7, 2, 1	...	...	741, 0, 0	51, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	4, 0, 1, 1, 1	2, 0, 0, 0, 0	17
30, 0, 1, 52	19, 0, 7, 0	...	...	3, 0, 0, 0, 0	20, 1, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	30, 1, 4, 7, 13	2, 0, 0, 0, 0	18
7, 1, 4	6, 1, 5	...	...	5, 0, 0	5, 2, 4	5, 4, 1	5, 1, 1	7, 0, 0	7, 0, 0	1, 0, 0	1, 0, 0	19
1, 1, 4	2, 0, 0	...	...	1, 7, 20	1, 7, 0	11, 0, 0	1, 0, 0, 0	7, 0, 13	4, 1, 1	3, 0, 0	5, 0, 0	20
2, 0, 0	1, 0, 0	...	...	14, 7, 40	20, 0, 0	2, 0, 0, 0	1, 0, 0, 0	2, 0, 0, 0	2, 0, 0, 0	5, 0, 0	9, 1, 1	21
17, 0, 0	10, 2, 1	...	...	1, 0, 0	1, 0, 0	17, 4, 7	17, 0, 0	...	10, 0, 0	20, 0, 0	1, 0, 0	22
4, 1, 4, 21	9, 0, 7, 10	...	...	18, 1, 0	17, 1, 7	1, 0, 0	1, 0, 0	84, 0, 0	1, 0, 0, 0	5, 4, 7	7, 0, 0	23
1, 0, 1, 0, 35	1, 0, 3, 7, 0, 9	...	...	0, 1, 1	5, 0, 0, 0	1, 0, 4, 7	1, 0, 1, 1	2, 2, 1, 14	1, 0, 1, 0, 5	2, 0, 0, 0	7, 1, 0, 7	24
3, 0, 0	3, 0, 1	...	...	3, 0, 1	3, 0, 5	4, 2, 3	7, 0, 0	7, 4, 3	3, 0, 7, 7	7, 0, 0	2, 0, 0	25
10, 0, 0, 27	3, 0, 0, 0	...	...	2, 0, 0, 0, 22	3, 0, 0, 1, 1	1, 0, 0, 1, 0, 0	1, 0, 0, 1, 0, 0	2, 0, 0, 0, 0	1, 0, 0, 0	4, 0, 0, 0	2, 0, 0, 0	26
2, 0, 0, 0, 37	1, 0, 0, 0, 0	...	...	2, 0, 0, 0, 0	2, 0, 0, 0, 14	1, 0, 0, 0, 0	1, 0, 0, 0, 0	3, 0, 0, 0, 34	1, 0, 0, 0	2, 0, 0, 0	2, 0, 0, 0	27
2, 0, 0	1, 0, 0	...	...	2, 0, 0	2, 0, 0	2, 0, 0	2, 0, 0	2, 0, 0	2, 0, 0	2, 0, 0	2, 0, 0	28
1, 0, 0, 0, 0	1, 0, 0, 0, 0	...	...	1, 0, 0, 0, 0	1, 0, 0, 0, 0	2, 0, 0, 0, 0	2, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	7, 0, 0, 0	1, 0, 0, 0, 0	29
3, 0, 0, 0, 0	7, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	2, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	4, 0, 0, 0, 0	1, 0, 0, 0, 0	30
5, 0, 0	5, 0, 0	...	...	5, 0, 0	5, 0, 0	5, 0, 0	4, 0, 0	7, 0, 0	7, 0, 0	1, 0, 0, 0	1, 0, 0, 0	31
15, 0, 0	11, 0, 0	...	...	1, 0, 0, 0	1, 0, 0, 0	6, 0, 0, 0	5, 0, 0, 0	3, 0, 0, 0	2, 0, 0, 0	1, 0, 0, 0	1, 0, 0, 0	32
2, 0, 0, 0, 0	3, 0, 0, 0, 0	90, 0, 0	81, 0, 0	5, 0, 0, 120	4, 7, 7, 0, 0	4, 7, 7, 0, 0	3, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	8, 0, 0, 0	6, 0, 0, 0	33
70, 0, 0, 0, 0	60, 0, 0, 0, 0	2, 0, 0, 0, 0	2, 0, 0, 0, 0	70, 0, 0, 0, 0	64, 0, 0, 0, 0	2, 0, 0, 0, 0	2, 0, 0, 0, 0	2, 0, 0, 0, 0	2, 0, 0, 0, 0	5, 0, 0, 0, 0	4, 0, 0, 0, 0	34
31, 0, 0, 0, 0	35, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	31, 0, 0, 0, 0	31, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	35
37, 0, 0, 0, 0	2, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	40, 0, 0, 0, 0	32, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	36
70, 0, 0, 0, 0	60, 0, 0, 0, 0	2, 0, 0, 0, 0	2, 0, 0, 0, 0	70, 0, 0, 0, 0	64, 0, 0, 0, 0	2, 0, 0, 0, 0	2, 0, 0, 0, 0	2, 0, 0, 0, 0	2, 0, 0, 0, 0	5, 0, 0, 0, 0	4, 0, 0, 0, 0	37
31, 0, 0, 0, 0	35, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	31, 0, 0, 0, 0	31, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	38
37, 0, 0, 0, 0	2, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	40, 0, 0, 0, 0	32, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	1, 0, 0, 0, 0	39

Open only for goods traffic, details of which are not furnished.
Excluding Gwalior Light railway.

† Including all other items not detailed above

DIX 44—continued.

Appendix 44.
Earnings under different heads.

railway (by systems) during each half-year of 1901.

11		12		13		14		15		16		Serial No.
Madras.		Bengal Down.		Dibru-Sadiya		Assam-Bengal.		Deoghur.]]		Bengal and North-Western.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
16,112	15,947	341	319	2,015	2,047	1,895	2,007	..	..	9,463	8,091	1
1,48,590	1,31,931	942	839	4,227	4,193	9,878	11,054	..	..	21,543	21,007	2
60,376	56,739	939	920	1,549	1,119	5,001	5,270	..	..	15,313	16,632	3
2,01,623	1,66,340	1,431	1,172	1,971	1,731	10,706	12,517	..	..	27,599	27,001	4
10,144	8,957	722	1,701	..	..	2,179	2,519	..	..	31,179	61,185	5
21,440	20,574	412	271	..	..	2,780	2,017	..	..	7,111	11,167	6
5,60,190	5,77,516	14,540	154,719	151,002	13,501	943,53	77,554	329,400	..	17,154	1,80,771	7
23,60,190	23,00,002	35,842	41,776	56,134	4,077	5,77,311	4,53,766	13,324	..	17,154	17,154	8
270,000	341,100	..	..	..	..	..	..	..	..	34,300	31,300	9
8,800	17,171	..	..	..	..	..	..	..	..	6,100	5,000	10
6,25,112	6,10,000	14,504	10,7,017	15,100	1,11,176	11,111	1,11,176	12,111	..	1,11,176	1,11,176	11
2,47,172	7,2,172	1,172	4,172	6,172	1,172	1,172	1,172	1,172	..	1,172	1,172	12
2,01,172	1,172	1,172	1,172	1,172	1,172	1,172	1,172	1,172	..	1,172	1,172	13
1,24,172	1,01,172	1,172	1,172	1,172	1,172	1,172	1,172	1,172	..	1,172	1,172	14
1,01,172	6,172	1,172	714	1,172	1,172	1,172	1,172	1,172	..	1,172	1,172	15
31,172	1,172	1,172	1,172	1,172	1,172	1,172	1,172	1,172	..	1,172	1,172	16
79,172	71,172	22,172	4,172	40,172	7,172	6,172	9,172	3,172	..	12,172	4,172	17
41,60,172	3,07,172	8,172	2,172	1,61,172	1,61,172	1,61,172	4,172	1,61,172	..	2,61,172	1,61,172	18
6,172	7,172	1,172	2,172	1,172	1,172	6,172	6,172	..	..	6,172	7,172	19
1,4,172	2,172	..	..	..	..	6,172	11,172	..	..	..	..	20
4,172	..	..	..	..	..	421	7,172	..	..	..	..	21
21,24	20,13	..	..	..	..	1,172	2,172	..	..	..	..	22
27,341	2,172	1,172	2,172	1,172	2,172	5,172	7,172	..	..	3,172	10,172	23
6,61,172	1,72,172	7,172	5,172	25,172	1,172	11,172	10,172	..	..	5,172	10,172	24
4,172	4,172	25,172	9,7,172	5,172	5,172	4,172	4,172	..	..	4,172	4,172	25
154,609	1,172	3,271	1,172	4,172	3,172	35,0	21,172	..	..	14,649	17,172	26
1,10,527	1,172	2,172	7,22	1,492	1,172	6,172	34,546	..	..	1,73,172	1,61,172	27
3,40	2,45	4,20	4,172	5,172	5,172	2,51	2,58	..	..	2,48	2,172	28
1,24,976	1,21,172	27,172	1,172	1,172	..	11,172	1,172	1,172	..	1,172	1,172	29
9,172	47,72,172	5,172	2,172	1,172	1,172	4,172	4,172	1,172	..	2,172	1,172	30
6,20	6,00	21,172	1,172	6,172	1,172	5,172	5,172	..	..	5,77	5,172	31
11,374	10,102	446	758	5,766	5,031	6,407	8,131	..	..	19,135	11,010	32
..	..	8,176	6,279	..	..	10,302	10,302	..	..	3,57,891	2,10,172	33
1,01,500	2,10,517	12,534	22,176	12,923	11,176	1,172	16,172	111	..	1,63,855	1,16,516	34
84,10,520	80,77,433	1,60,791	3,172	5,24,777	4,73,172	10,90,071	10,45,172	4,172	..	54,10,677	13,10,000	35
41,09,187	42,67,172	9,172	1,172	2,172	1,172	1,172	5,54,512	20,172	..	22,00,111	1,27,807	36
42,17,172	38,20,172	61,555	1,172	2,172	2,22,074	2,172	1,172	1,172	..	1,172	21,2,172	37

§ Excluding Ledo and Tihak-Margherita colliery.

|| Yearly figures are shown.

P. T. O.

Appendix 44.
Earnings under different heads.

APPEN

Gross earnings under different heads of each

Serial No.	CLASS.		5' 34"					
	CLASS No.		17		18		19	
	Railway		Rohilkund and Kumarn.		Jodhpur and Bikaner.		Udaipur-Chitor.	
	Particulars.		1st half.	2nd half	1st half	2nd half	1st half	2nd half
COACHING.								
1	1st class	Number	2,452	3,144	1,551	1,515	257	233
2		Earnings Rs.	16,811	21,795	7,207	11,071	1,208	1,309
3	2nd class	Number	9,780	10,050	8,811	8,505	611	672
4		Earnings Rs.	31,641	31,101	10,520	22,142	1,687	1,820
5	3rd or Intermediate class	Number	6,170	7,314	12,059	...	1,220	1,305
6		Earnings Rs.	3,790	6,140	4,767	...	1,100	985
7	4th or Lowest class	Number	74,129	83,171	712,809	73,468	95,401	89,344
8		Earnings Rs.	1,06,401	1,13,376	3,60,605	4,05,701	45,036	42,304
9	Season tickets of all classes	Number . . . . .	...	...	...	...	800	...
10		Earnings Rs.	...	...	...	...	75	...
11	Total passengers	Number	80,000	90,000	7,00,000	743,171	97,771	91,544
12		Earnings Rs.	1,12,241	1,29,936	4,00,000	4,30,000	4,100	46,100
13	Parcels	Earnings Rs.	11,241	14,500	17,000	17,450	1,520	1,805
14	Luggage	Earnings Rs.	15,077	12,000	15,700	11,777	1,204	1,273
15	Other coaching traffic	Earnings Rs.	17,131	18,75	15,711	11,516	1,475	1,276
16	Total coaching traffic	Earnings Rs.	4,00,000	4,13,000	4,16,000	4,58,000	51,401	50,210
GOODS.								
17	General merchandise	Tons	187,220	188,000	165,455	144,700	11,470	12,000
18		Earnings Rs.	5,12,000	3,70,000	5,40,000	1,10,000	50,000	54,714
19	Military stores	Average rate per ton per mile, per	7.70	7.25	8.10	8.10	14.75	13.75
20		Tons	703	2,227	7	110	7	4
21	Coal for the public and for foreign railways	Earnings Rs.	3,137	6,200	130	1,750	82	36
22		Average rate per ton per mile, per	13.71	17.00	21.00	17.75	33.75	28.00
23	Revenue stores, including coal and material, for construction	Tons	300	157	7,500	3,500	7	...
24		Earnings Rs.	431	204	10,000	9,216	14	...
25	Average rate per ton per mile, per	Average rate per ton per mile, per	1.55	3.30	4.27	4.17	5.20	...
26		Tons	21,000	17,000	41,000	47,000	1,100	582
27	Total goods	Earnings Rs.	15,620	12,000	50,000	3,132	1,000	701
28		Average rate per ton per mile, per	2.11	2.40	4.20	1.00	2.00	3.00
29	Total goods	Tons	21,000	17,000	217,545	197,000	14,500	13,534
30		Earnings Rs.	5,41,000	3,70,000	5,97,000	1,60,000	60,513	56,320
31	Average rate per ton per mile, per		7.42	6.80	7.71	7.70	14.00	11.45
SUNDRIES.								
32	Electric telegraph	Earnings Rs.	1,000	3,100	16,200	1,000	300	331
33	Steam-boat	Earnings Rs.	...	...	...	...	...	...
34	Sundries	Earnings Rs.	4,000	1,100	4,000	1,100	400	401
TOTAL.								
35	Grand total earnings		1,00,000	8,20,000	1,00,000	11,00,000	1,10,000	1,07,547
36	Total working expenses		3,80,000	4,48,000	6,80,000	7,97,000	65,000	62,477
37	Net earnings		6,20,000	3,72,000	3,20,000	3,03,000	45,000	45,070

* Including revenue stores, but excluding live stock.

† Including all other items not detailed above.

railway (by systems) during each half-year of 1901.

3' 38"										2' 0"	Serial No.	
20		21		22		23		24		25		
Bhavnagar-Gondal Juna- garh-Vadodra.		Southern Mahratta		South Indian.		Punjab.		Mysore.				
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
3,806	2,306	8,000	7,702	8,505	8,600	12,500	12,600	826	1,023	1		
10,626	7,083	45,121	45,280	45,213	12,102	67,243	65,804	3,117	3,425	2		
27,130	19,401	31,072	27,500	46,017	45,063	80,000	75,511	5,000	4,570	3		
33,292	21,715	70,500	63,173	81,106	80,000	1,30,400	1,19,000	10,000	9,000	4		
24,340	20,000	...	...	...	...	...	...	...	...	5	
23,011	20,000	...	...	...	...	...	...	...	...	6	
950,000	774,000	3,100,000	2,700,000	6,000,000	6,000,000	5,000,000	5,117,621	14,000,000	14,000,000	7		
4,070,047	3,000,000	13,000,000	11,000,000	24,000,000	21,000,000	45,000,000	41,000,000	1,000,000	900,000	8		
9,600	9,000	10,000	7,000	13,000	12,000	40,000	35,000	...	...	9	
700	500	1,000	800	5,000	4,000	4,000	3,000	...	...	10	
1,015,007	8,270,000	3,000,000	2,400,000	6,000,000	6,000,000	1,000,000	9,000,000	1,000,000	1,000,000	11		
5,300,000	1,000,000	14,000,000	11,000,000	15,000,000	12,000,000	20,000,000	18,000,000	1,000,000	1,000,000	12		
15,110	10,000	10,000	8,000	10,000	8,000	10,000	8,000	10,000	8,000	13		
8,000	7,000	10,000	8,000	10,000	8,000	10,000	8,000	10,000	8,000	14		
17,000	16,000	10,000	8,000	10,000	8,000	10,000	8,000	10,000	8,000	15		
5,770,000	1,000,000	10,000,000	8,000,000	10,000,000	8,000,000	10,000,000	8,000,000	10,000,000	8,000,000	16		
1,340,000	1,000,000	40,000,000	30,000,000	40,000,000	30,000,000	60,000,000	50,000,000	10,000,000	8,000,000	17		
5,000,000	1,000,000	20,000,000	10,000,000	10,000,000	8,000,000	30,000,000	20,000,000	10,000,000	8,000,000	18		
11,000	10,000	700	800	900	800	700	800	10,000	8,000	19		
...	...	1,300	1,000	500	400	500	400	...	...	20	
...	...	12,000	10,000	10,000	8,000	10,000	8,000	10,000	8,000	21		
33,000	20,000	15,000	10,000	10,000	8,000	10,000	8,000	10,000	8,000	22		
64	27	1,000	800	5,000	4,000	10,000	8,000	5,000	4,000	23		
100	70	8,000	6,000	10,000	8,000	10,000	8,000	10,000	8,000	24		
400	300	500	400	400	300	10,000	8,000	10,000	8,000	25		
9,000	5,000	10,000	8,000	10,000	8,000	10,000	8,000	10,000	8,000	26		
5,750	5,000	10,000	8,000	10,000	8,000	10,000	8,000	10,000	8,000	27		
2,000	1,000	10,000	8,000	10,000	8,000	10,000	8,000	10,000	8,000	28		
143,795	100,000	5,000,000	4,000,000	10,000,000	8,000,000	7,000,000	6,000,000	10,000,000	8,000,000	29		
5,130,000	2,700,000	20,000,000	18,000,000	20,000,000	18,000,000	15,000,000	13,000,000	10,000,000	8,000,000	30		
11,100	10,000	6,000	5,000	8,000	7,000	7,000	6,000	10,000	8,000	31		
...	...	...	...	...	...	...	...	...	...	32	
...	...	...	...	...	...	...	...	...	...	33	
...	...	...	...	...	...	...	...	...	...	34	
11,100,000	7,700,000	44,500,000	36,500,000	51,000,000	41,500,000	60,000,000	50,000,000	20,000,000	15,000,000	35		
5,540,000	5,100,000	28,000,000	24,000,000	24,000,000	20,000,000	34,000,000	30,000,000	1,000,000	1,000,000	36		
5,640,000	5,100,000	15,000,000	12,000,000	20,000,000	17,000,000	30,000,000	25,000,000	10,000,000	8,000,000	37		

† Including Karaikal-Pondicherry railway, details for which are not available.

Appendix 44.
Earnings under different heads.

APPEN

Gross earnings under different heads of each

Serial No	GAUGE.		1' 6"					
	CLASS - No.		20		27		28	
	Railway		B&M		Tatkebhwar-Magra.		Ranaghat-Bishnupur.	
	Particulars		1st half	2nd half	1st half	2nd half	1st half	2nd half
COACHING.								
1	1st class	Number	281	227	...	...	227	267
2		Earnings . . . Rs	794	602	...	...	289	324
3	2nd class	Number	...	...	...	...	...	...
4		Earnings . . . Rs	...	...	...	...	...	...
5	3rd or intermediate class	Number	...	...	...	...	11,600	12,142
6		Earnings . . . Rs	...	...	...	...	4,271	4,368
7	4th or lowest class	Number	42,525	4,309	222,611	196,372	113,074	98,577
8		Earnings . . . Rs	13,755	11,097	37,254	31,711	21,137	20,467
9	Season tickets of all classes	Number	...	...	...	...	...	...
10		Earnings . . . Rs	...	...	...	...	...	...
11	Total passengers	Number	42,946	31,536	222,611	196,372	113,074	111,274
12		Earnings . . . Rs	14,522	11,099	37,252	31,711	21,137	20,467
13	Parcels	Earnings . . . Rs	623	106	...	...	...	...
14	Luggage	Earnings . . . Rs	364	292	...	...	...	...
15	Other coaching traffic	Earnings . . . Rs	48	41	...	...	1,000	1,104
16	Total Coaching traffic	Earnings . . . Rs	15,557	12,538	37,252	31,711	22,137	21,571
GOODS.								
17	General merchandise	Tons	3,037	16,379	...	...	...	...
18		Earnings . . . Rs	9,044	41,586	...	...	...	...
19		Average rate per ton per mile, per	21.07	22.17	...	...	...	...
20	Military stores	Tons	4	7	...	...	...	...
21		Earnings . . . Rs	15	10	...	...	...	...
22		Average rate per ton per mile, per	11.44	29.15	...	...	...	...
23	Coal for the public and for foreign railways	Tons	1	11	...	...	...	...
24		Earnings . . . Rs	3	14	...	...	...	...
25		Average rate per ton per mile, per	19.25	11.11	...	...	...	...
26	Revenue stores including coal and materials for construction.	Tons	97	...	...	...	...	...
27		Earnings . . . Rs	41	...	...	...	...	...
28		Average rate per ton per mile, per	4.11	...	...	...	...	...
29		Tons*	3,037	16,379	3,911	5,247	...	...
30	Total goods	Earnings, † . . . Rs	95,554	41,990	4,709	6,108	608	449
31		Average rate per ton per mile, per	21.07	22.17	...	...	...	...
SUNDRIES.								
32	Electric telegraph	Earnings . . . Rs	112	59	195	170	...	...
33	Steam-boat	Earnings . . . Rs	...	...	...	...	...	...
34	Sundries	Earnings . . . Rs	1,112	1,148	338	411	570	226
TOTAL.								
35	Grand total earnings	R.	1,12,315	55,413	42,488	47,661	35,479	33,138
36	Total working expenses	R.	50,815	38,385	29,220	29,184	28,008	25,924
37	Net earnings	R.	61,500	17,028	13,268	18,477	7,471	7,214

* Including revenue stores, but excluding live stock.

† Including all other items not detailed above.

DIX 44—concluded.

Appendix 44.
Earnings under different heads.

railway (by systems) during each half-year of 1901.

29		30		31		32		33		Serial No.
T. & P. H. H. P. H.		D. H. H. H. H. H. H.		H. H. H. H. H. H.		H. H. H. H. H. H.		J. H. H. H.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	2,131	2,131	210	240	161	142	...	...	1
...	...	31,44	27,115	205	309	167	149	...	...	2
...	...	6,024	6,187	...	...	...	...	...	...	3
...	...	40,577	41,140	...	...	...	...	...	...	4
...	...	...	...	15,804	11,451	6,224	7,201	...	...	5
...	...	...	...	6,460	5,480	2,181	2,103	...	...	6
61,700	54,077	25,177	31,195	3,147	14,717	147,176	14,441	40,875	15,254	7
17,316	14,131	51,150	57,492	1,20,311	2,01,597	31,717	32,670	8,107	6,627	8
...	...	...	...	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	10
61,700	54,077	34,152	39,157	4,01,111	2,11,111	1,1,111	1,1,111	40,875	15,254	11
17,316	14,131	1,21,171	1,21,171	1,21,171	1,21,171	1,21,171	1,21,171	8,107	6,627	12
...	...	2,014	1,111	...	...	...	...	...	...	13
...	...	15,791	1,111	...	...	...	...	...	...	14
...	...	7.1	1,111	5.2	1,111	1,111	1,111	...	...	15
17,316	14,131	1,21,171	1,21,171	1,21,171	1,21,171	1,21,171	1,21,171	8,107	6,627	16
...	...	12,7	1,111	...	...	...	...	...	...	17
...	...	1,111	1,111	...	...	...	...	...	...	18
...	...	1,111	1,111	...	...	...	...	...	...	19
...	...	1,111	1,111	...	...	...	...	...	...	20
...	...	1,111	1,111	...	...	...	...	...	...	21
...	...	1,111	1,111	...	...	...	...	...	...	22
...	...	1,111	1,111	...	...	...	...	...	...	23
...	...	1,111	1,111	...	...	...	...	...	...	24
...	...	1,111	1,111	...	...	...	...	...	...	25
...	...	1,111	1,111	...	...	...	...	...	...	26
...	...	1,111	1,111	...	...	...	...	...	...	27
...	...	1,111	1,111	...	...	...	...	...	...	28
2,418	7,511	1,111	1,111	...	...	...	...	5,105	6,563	29
14,618	3,117	1,111	1,111	1,111	1,111	2,111	3,111	28,724	38,277	30
...	...	1,111	1,111	...	...	...	...	6,31	8,330	31
...	735	1,111	1,111	...	...	...	...	183	281	32
...	...	...	...	...	...	...	...	...	...	33
3,084	2,135	2,111	5,111	2,111	214	75	75	335	300	34
35,654	47,541	3,75,477	4,11,111	1,38,471	1,32,111	40,142	3,111	3,111	45,615	35
33,040	33,111	2,48,815	2,25,411	77,111	68,711	29,111	2,111	5,111	34,637	36
2,111	13,111	1,26,111	1,26,111	1,111	53,111	10,111	1,111	1,111	10,111	37

Appendix 45.
Expenses under different heads.

APPEN

Working expenses under different heads of each railway

No.	GAUGE		5' 6"					
	CLASSIFICATION NUMBER		1		2		3	
	Railway.		East Indian.		Eastern Bengal State		Bengal Central.	
	Particulars		1st half	2nd half.	1st half	2nd half	1st half.	2nd half.
Engineering.	1	General Superintendence	Rs. 4,20,000	4,21,400	1,52,230	1,51,601	14,379	13,643
	2	Maintenance of permanent-way { Wages	5,15,012	5,10,120	2,00,000	2,00,000	19,155	20,337
		{ Materials	12,20,268	13,31,107	2,26,204	1,70,000	41,611	40,144
	3	Repairs of bridges, etc.	1,88,601	1,85,300	3,2,817	1,03,000	4,723	2,000
	4	Conservancy of rivers	—	—	142	153	20	—
	5	Repairs of stations and buildings	5,51,024	6,70,000	1,00,000	1,50,000	10,000	8,000
	6	TOTAL	32, 4,177	31, 5,407	5, 00,000	4, 71,000	80,870	79,000
Locomotive.	7	General Superintendence	2,00,000	2,00,000	78,000	78,000	7,000	7,000
	8	Wages of drivers and firemen, fueling, cleaning engines, etc.	10,00,000	11,00,000	1,00,000	2,00,000	13,300	15,000
	9	Fuel	4,50,000	4,00,000	2,00,000	2,00,000	22,000	21,000
	10	Water	5,00,000	5,00,000	18,000	20,000	1,000	1,000
	11	Oil, tallow and other stores	1,00,000	1,00,000	31,000	30,000	2,700	2,000
	12	Maintenance and renewal of { Engines	6,77,425	11,15,000	1,00,000	1,00,000	27,300	21,000
		{ Machinery	81,000	1,00,000	40,000	40,000	500	500
	13	TOTAL	20, 00,000	20, 00,000	5, 00,000	5, 00,000	40,000	40,000
Carriage and Wagon.	14	General Superintendence	71,500	75,000	41,500	40,000	3,400	3,000
	15	Repairs and renewal of { Coaching vehicles	1,20,000	2,10,000	2,00,000	1,00,000	1,500	1,000
		{ Goods	1,00,000	1,00,000	1,00,000	1,00,000	2,000	2,000
		{ Machinery	1,00,000	1,00,000	5,500	5,500	300	300
	16	Cleaning and oiling	1,10,000	1,10,000	40,000	40,000	3,400	3,000
	17	TOTAL	10, 00,000	10, 00,000	5, 00,000	5, 00,000	10,000	10,000
Traffic.	18	General Superintendence	3,00,000	3,00,000	1,00,000	1,00,000	10,000	10,000
	19	Station staff	12, 00,000	11, 00,000	4, 00,000	4, 00,000	20,000	20,000
	20	Train staff	1,00,000	1,00,000	1, 00,000	1, 00,000	5,000	5,000
	21	Fuel, lighting and general stores	2,00,000	2,00,000	1,00,000	1,00,000	5,000	5,000
	22	Clothing	1,00,000	1,00,000	5,000	5,000	500	500
	23	Printing, stationery and tickets	1,00,000	1,00,000	2,00,000	2,00,000	7,000	7,000
	24	Charges for delivery and collection of goods	4,00,000	4,00,000	1,00,000	1,00,000	—	—
	25	TOTAL	20, 00,000	20, 00,000	10, 00,000	10, 00,000	40,000	40,000
General.	26	Home expenditure in General Administration	1,00,000	1,00,000	30,000	30,000	20,000	20,000
	27	Agent's Office	5,00,000	5,00,000	15,000	15,000	13,300	13,300
	28	Audit, accounts and pay rolls	2,00,000	2,00,000	1,00,000	1,00,000	17,100	17,100
	29	Stores Department	1,00,000	1,00,000	7,000	7,000	2,300	2,300
	30	Medical Department	74,000	70,000	25,000	25,000	1,400	1,400
	31	Rents and Miscellaneous	1,00,000	1,00,000	20,000	20,000	9,600	9,600
	32	Police	90,000	1,00,000	1,00,000	1,00,000	4,000	4,000
	33	Advertising	4,000	5,000	1,000	1,000	200	200
	34	Electricity	3,00,000	3,00,000	1,00,000	1,00,000	9,000	9,000
	35	TOTAL	11, 00,000	11, 00,000	5, 00,000	5, 00,000	78,000	78,000
Miscellaneous.	36	Law charges	8,000	8,000	1,000	1,000	1,000	1,000
	37	Compensation	3,00,000	6,00,000	44,000	44,000	800	800
	38	Rates and taxes	48,000	48,000	15,000	15,000	2,000	2,000
	39	Payments to other line	7,00,000	3,00,000	—	—	30,000	30,000
	40	TOTAL	11, 00,000	11, 00,000	5, 00,000	5, 00,000	37,800	37,800
	41	Steam boat service	1,00,000	1,00,000	1,00,000	1,00,000	—	—
		GRAND TOTAL WORKING EXPENSES	11, 27, 000	11, 27, 000	40, 37, 000	40, 37, 000	30, 00, 000	30, 00, 000

* Includes all other items of expenditure not enumerated.

† Includes special contribution to Provincial and

‡ Including the Cooch Behar State railways, details for which are not given

DIX 45.

Appendix 45.
Expenses under different heads.

(by systems) during each half-year of 1901.

5'6'										No.
4		5		6		7		8		
Bengal-Nagpur.		Calcutta Port (Commercial-shippers).		Oudh and Reulhand State.		North Western State.		Great Indian Peninsula (a) to (h).		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,69,796	1,77,782	3,891	5,511	1,49,713	1,70,331	4,59,155	5,00,111	3,20,111	3,16,111	1
2,87,120	2,50,710	5,612	6,121	1,47,446	1,71,111	7,86,111	7,71,111	4,02,224	4,11,773	2
1,43,137	1,72,117	2,755	3,111	2,26,111	2,41,771	1,27,082	1,50,111	2,27,746	1,11,111	3
1,04,535	1,30,671	1,136	1,111	77,345	1,11,111	2,31,111	2,11,111	2,57,111	1,11,111	4
...	...	...	...	4,411	4,111	1,11,111	1,11,111	...	...	5
1,22,161	1,11,111	826	1,111	1,18,111	1,11,111	1,11,111	1,11,111	2,21,111	2,11,111	6
8,41,111	9,11,111	1,111	1,111	7,41,111	8,11,111	1,11,111	1,11,111	2,21,111	2,11,111	7
1,01,111	1,01,111	...	...	6,71,111	6,11,111	1,11,111	1,11,111	2,21,111	2,11,111	8
2,41,111	2,11,111	6,111	7,111	1,11,111	1,11,111	6,11,111	6,71,111	11,11,111	10,11,111	9
1,63,111	1,11,111	2,111	5,111	4,71,111	1,11,111	1,11,111	1,11,111	12,51,111	1,11,111	10
25,961	2,11,111	...	...	11,711	1,11,111	8,111	1,11,111	1,41,111	1,11,111	11
4,111	4,111	1,111	7,111	1,11,111	1,11,111	1,11,111	1,11,111	1,41,111	1,11,111	12
1,71,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	13
1,111	1,111	6,111	...	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	14
6,41,111	1,11,111	2,111	2,111	1,11,111	1,11,111	4,11,111	1,11,111	1,11,111	1,11,111	15
2,11,111	...	...	...	1,11,111	1,11,111	7,11,111	1,11,111	7,11,111	7,11,111	16
4,11,111	1,11,111	...	...	8,11,111	1,11,111	1,11,111	1,11,111	3,11,111	4,11,111	17
75,111	...	16,626	17,111	71,511	1,11,111	6,71,111	1,11,111	5,11,111	5,11,111	18
2,111	3,111	6,111	...	3,111	4,111	1,11,111	1,11,111	2,11,111	1,11,111	19
67,569	1,11,111	1,111	1,111	4,111	3,111	1,11,111	1,11,111	1,11,111	1,11,111	20
1,11,111	3,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	21
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	22
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	23
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	24
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	25
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	26
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	27
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	28
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	29
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	30
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	31
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	32
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	33
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	34
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	35
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	36
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	37
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	38
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	39
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	40
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	41
1,11,111	1,11,111	1,111	1,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	1,11,111	...

† Including the Gwalior Light railway, detail for which are not given.

‡ Including the carriage and wagon expenses of the Gwalior Light railway as the figures cannot be separated.

§ Including the Hyderabad-Shadipalli railway.

|| Including Rs. 7,687 on account of Hyderabad-Shadipalli railway, which have been included with the Jodhpur-Bikaner railway.

P. T. O.

Appendix 45.
Expenses under different heads.

APPEN

Working expenses under different heads of each railway

No.	GAUG.		5' 6"					
	CLASSIFICATION NUMBER.		9				10	
	Railway.		BOMBAY, BARODA AND CENTRAL INDIA SYSTEM.				Nizam's Guaranteed State.	
	Particulars.		Bombay, Baroda and Central India (a) to (c) and (d) and (f).		Rajputana-Malwa (f) to (i).		Nizam's Guaranteed State.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Engineering.	1	General Superintendence Rs	1,25,985	1,14,803	1,96,886	2,02,837	90,149	91,699
	2	Maintenance of permanent-way { Wages . . .	1,88,383	1,87,304	2,86,131	3,10,968	1,25,883	1,16,857
		{ Materials . . .	4,85,423	2,26,528	7,11,647	3,83,537	57,142	1,33,743
	3	Repairs of bridges, etc.	2,57,283	90,515	2,38,147	1,63,314	23,803	39,592
	4	Conservancy of rivers . . . . .	...	...	...	...	...	348
	5	Repairs of stations and buildings	85,820	77,979	1,36,028	1,36,222	10,771	33,971
Locomotive.	6	TOTAL * . . .	6,95,820	7,15,142	17,27,323	13,01,449	3,50,521	3,16,121
	7	General Superintendence	93,016	86,900	1,48,982	1,57,297	40,481	80,835
	8	Wages of drivers and firemen, fuelling, cleaning engines, etc.	2,77,902	2,32,191	4,42,916	4,17,302	90,463	88,238
	9	Fuel	7,41,150	4,90,838	11,72,352	8,74,745	1,24,848	1,09,882
	10	Water	50,618	42,918	76,311	73,291	18,277	16,813
	11	Oil, tallow and other stores	54,569	46,143	85,617	81,121	17,438	16,754
Carriage and Wagon.	12	Maintenance and renewal of { Locomotive engines . . .	2,79,941	3,21,261	4,23,310	5,60,174	75,265	81,091
		{ Machinery . . .	20,179	26,862	42,881	40,102	9,836	6,007
	13	TOTAL * . . .	10,12,447	11,12,285	25,45,772	21,01,445	4,23,642	4,02,279
	14	General Superintendence	31,911	29,511	51,124	51,125	8,928	8,165
	15	Repairs and renewal of { Coaching vehicles . . .	1,52,401	1,62,105	2,42,771	2,95,051	36,494	33,131
		{ Goods " . . .	2,51,520	2,10,402	3,94,622	4,05,911	22,306	16,276
Traffic.		{ Machinery . . .	10,322	11,142	16,683	20,125	2,159	4,271
	16	Cleaning and oiling	61,091	51,152	94,613	85,511	16,778	17,288
	17	TOTAL * . . .	5,12,323	4,87,117	8,07,117	8,62,111	80,673	79,144
	18	General Superintendence	74,643	69,451	1,18,409	1,25,071	39,447	28,640
	19	Station staff	2,08,233	2,68,190	4,70,167	4,78,321	92,435	94,477
	20	Train staff	80,644	62,179	1,22,146	1,24,353	37,830	36,937
General.	21	Fuel, lighting and general stores	76,300	83,762	1,19,564	1,51,794	30,750	29,530
	22	Clothing	9,495	8,231	15,257	14,757	1,208	2,637
	23	Printing, stationery and tickets	40,306	34,691	64,048	61,541	12,138	14,951
	24	Charges for delivery and collection of goods . . .	..	1,918	...	..	...	...
	25	TOTAL * . . .	5,91,747	5,41,207	9,30,452	9,72,121	2,25,306	2,28,254
	26	Home expenditure or General administration . . .	23,688	20,235	38,248	47,857	37,424	43,931
Miscellaneous.	27	Agent's Office	20,772	22,051	33,537	38,393	16,666	16,929
	28	Audit, accounts and pay office	82,130	74,305	1,37,458	1,32,452	61,867	62,709
	29	Stores Department	31,939	29,536	51,167	53,471	8,668	8,350
	30	Medical Department	18,734	17,175	29,310	34,728	11,530	12,090
	31	Rents and Miscellaneous	39,710	1,68,238	51,670	49,899	25,324	17,180
	32	Police	42,271	39,511	65,306	68,636	22,587	29,767
	33	Advertising	709	904	1,123	1,648	725	644
	34	Electric telegraph	94,776	91,584	1,46,035	1,16,281	34,207	33,916
	35	TOTAL * . . .	3,53,973	3,12,162	5,57,052	5,01,104	2,24,490	2,24,729
	36	Law charges	1,878	892	3,033	1,633	501	903
	37	Compensation	18,697	25,025	20,196	45,825	296	523
	38	Rates and taxes	10,593	8,310	17,107	15,273	567	301
	39	Payments to other lines	17,472	59,874	27,310	37,347	2,066	11,991
	40	TOTAL * . . .	1,58,200	94,163	1,70,061	1,08,928	30,193	41,894
	41	Steam boat service . . . . .	...	...	...	...	...	...
		GRAND TOTAL WORKING EXPENSES . . .	139,10,738	130,60,311	108,12,487	103,44,918	13,41,267	12,68,391

* Includes all other items of
† Includes special contribution
‡ Includes charges incurred
§ Details
|| Including the Sagami

DIX 45—continued.

Appendix 45.
Expenses under different heads.

(by systems) during each half-year of 1901—contd.

5' 6"		5' 38"										No.
11		12		13		14		15		16		
Madras.		Bengal Doars.		Dibru-Sadiya.		Assam-Bengal.		Deoghur &		Bengal and North-Western.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,39,238	2,80,430	1,893	3,164	9,178	8,514	72,320	73,163	...	...	1,19,636	1,22,443	1
1,44,169	9,47,362	4,083	6,037	20,018	19,527	1,13,372	1,5,005	...	...	1,15,484	1,36,814	2
1,11,221	1,37,999	3,122	10,454	14,946	20,654	7,821	560	...	...	1,32,101	1,40,716	3
66,794	85,283	1,066	1,130	12,291	2,738	27,000	33,178	...	...	49,444	52,852	4
...	...	...	...	...	...	...	...	...	...	1,645	2,673	5
65,576	1,35,709	525	853	12,241	7,151	37,296	37,750	...	...	57,935	47,249	6
6,77,052	9,28,758	10,942	21,949	1,00,157	2,22,220	2,60,381	2,79,100	1,757		3,81,802	4,18,622	7
98,315	92,028	1,831	2,952	5,381	5,295	24,159	25,037	...	...	4,111	4,783	8
2,73,198	2,85,101	4,362	4,683	8,714	8,550	27,743	30,090	...	...	82,537	91,351	9
7,22,304	7,49,553	20,945	23,223	21,339	19,912	52,272	54,677	...	...	1,88,620	1,75,130	10
34,127	32,883	883	1,244	3,084	2,682	6,757	7,602	...	...	14,617	16,212	11
54,083	50,841	1,361	1,526	2,256	2,468	5,435	6,106	...	...	19,361	20,270	12
5,36,198	2,82,755	3,550	6,461	13,072	24,993	28,440	18,781	...	...	87,286	90,115	13
9,231	8,815	506	903	3,075	2,717	402	936	...	...	2,703	2,770	14
10,14,252	16,84,221	31,651	41,001	51,027	64,513	1,64,022	1,52,467	15,727		1,18,071	1,46,201	15
21,654	21,587	906	1,472	3,146	3,083	8,044	8,142	...	...	14,350	16,557	16
1,32,206	1,57,220	2,323	3,244	3,934	3,899	17,904	18,270	...	...	49,310	30,750	17
9,21,473	9,21,710	3,030	2,254	14,851	12,725	15,017	9,635	...	...	55,068	46,220	18
5,794	6,234	2	54	1,335	1,207	244	27	...	...	1,810	2,067	19
4,232	5,131	1,641	2,479	2,130	2,761	6,978	6,817	...	...	29,378	27,079	20
3,14,61	3,84,121	7,004	9,459	24,217	24,800	4,1169	4,1169	1,015		1,45,785	1,17,790	21
1,03,869	93,055	3,461	3,806	6,214	6,112	25,357	27,852	...	...	67,151	76,414	22
2,94,515	3,03,917	7,578	13,580	15,293	15,117	73,214	81,875	...	...	1,55,614	1,77,394	23
90,625	92,572	725	1,906	3,193	3,716	11,990	14,506	...	...	2,60,601	52,128	24
72,410	80,871	973	1,134	1,430	1,110	10,770	19,508	...	...	43,634	46,221	25
10,454	7,996	60	133	24	51	4,243	1,401	...	...	2,453	6,046	26
48,764	68,021	393	3,478	2,476	3,711	7,201	5,011	...	...	21,184	25,225	27
2,167	3,519	...	...	5,440	6,101	...	...	...	...	15,632	11,705	28
6,55,088	6,20,382	19,311	25,201	14,202	15,474	1,32,105	1,51,071	6,400		1,14,314	1,00,049	29
41,011	41,619	4,150	12,405	1,021	1,221	44,631	54,421	...	...	51,104	57,192	30
20,471	40,423	1,282	13,235	6,134	6,132	14,806	14,550	...	...	19,128	19,264	31
93,091	98,685	1,811	5,751	6,950	6,874	48,517	10,029	...	...	79,879	82,468	32
22,157	14,551	151	915	3,000	2,155	13,869	15,137	...	...	9,236	10,247	33
18,411	19,080	413	925	2,211	2,179	8,476	9,004	...	...	9,774	10,379	34
14,420	14,093	1,143	1,254	2,885	2,645	6,306	4,491	...	...	14,512	14,081	35
24,728	42,424	481	559	...	...	8,008	8,265	...	...	24,614	25,612	36
3,262	2,716	10	19	93	7	786	449	...	...	801	709	37
1,14,408	1,12,903	2,200	4,652	7,383	6,822	31,828	17,909	...	...	73,901	67,146	38
4,34,362	4,13,130	15,084	20,731	41,598	41,150	1,77,330	1,94,014	2,778		1,74,742	1,77,543	39
2,257	694	162	286	624	624	3,311	975	...	...	1,203	2,428	40
6,16	9,681	201	65	391	1	450	155	...	...	4,485	3,887	41
12,660	15,403	123	115	43	99	583	4,466	...	...	2,064	2,345	42
67,276	35,340	...	...	...	...	...	...	...	...	1,744	2,441	43
1,00,141	1,70,916	1,263	3,019	2,908	2,171	20,826	24,484	...		24,234	1,20,831	44
628	— 750	8,062	5,225	...	...	8,103	6,832	...		1,50,102	1,11,835	45
41,00,467	42,07,893	96,229	1,45,732	2,62,099	2,51,821	8,23,086	8,54,512	29,677		1,22,021	1,21,219	46

expenditure not enumerated.
to Provident Fund.
direct by the State.
not furnished.
Benson) railway, details for which are not given.

P. T. Q.

Appendix 45.
Expenses under different heads.

APPEN

Working expenses under different heads of each railway

No.	GAUGE. CLASSIFICATION NUMBER. Railway. Particulars	3' 3 1/2"					
		17		18		19	
		Rohilkund and Kumaon.		Jodhpur-Bikaner.		1 daupur-Lahor.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Engineering.	1 General Superintendence Rs.	17,727	17,711	11,472	11,491	3,214	3,290
	2 Maintenance of permanent-way { Wages	24,643	26,013	72,440	75,131	9,337	9,207
	Materials	9,644	31,711	1,37,259	701	1,054	1,137
	3 Repairs of bridges, etc.	15,212	8,771	3,101	1,013	234	96
	4 Conservancy of works	300	1,705	---	---	---	---
	5 Repairs of stations and buildings	6,510	6,611	3,087	7,110	312	1,081
	6 TOTAL	81,015	1,01,710	2,17,142	1,11,011	14,817	17,615
Locomotive.	7 General Superintendence	12,769	12,551	14,421	17,111	3,318	3,267
	8 Wages of driver and fireman, fuelling, cleaning engines, etc.	16,001	13,827	16,760	17,013	1,203	1,177
	9 Fuel	34,220	31,711	1,17,115	1,21,720	11,053	17,121
	10 Water	2,401	2,011	6,701	8,011	651	715
	11 Oil, tallow and other stores	411	3,011	8,807	17,117	643	173
	12 Maintenance and renewal of { Locomotive engines	20,511	17,111	38,130	37,111	1,114	2,010
	Machinery	1,610	3,011	1,087	2,771	845	3,115
	13 TOTAL	1,02,910	91,110	2,21,115	2,11,111	17,114	24,110
Carriage and Wagon.	14 General Superintendence	5,615	7,051	3,315	3,310	210	411
	15 Repairs and renewal of { Coaching vehicles	15,037	13,37	10,559	10,110	3,019	4,115
	Wagon	11,719	11,760	5,103	4,111	2,113	5,514
	Machinery	1,011	2,011	461	511	7	73
	16 Cleaning and oiling	5,001	4,037	3,118	6,110	824	694
	17 TOTAL	32,101	37,110	22,115	27,111	7,114	10,771
Traffic.	18 General Superintendence	14,111	1,0711	14,213	1,1711	1,407	3,712
	19 Station staff	26,053	---	23,749	23,011	3,045	3,707
	20 Train staff	1,111	711	1,791	5,203	511	411
	21 Fuel, lighting and rental stores	1,011	10,111	7,011	5,111	1,411	1,000
	22 Clothing	711	---	321	111	114	111
	23 Printing, stationery and tickets	6,112	---	1,200	6,111	655	114
	24 Charge for delivery and collection of goods	---	---	---	---	10	---
	25 TOTAL	47,112	21,17	47,112	47,111	10,712	11,115
General.	26 Home expenditure on general administration	4,011	1,111	---	---	---	---
	27 Agents Office	711	2,111	---	---	4,725	7,077
	28 Audit, accounts and pay office	19,007	2,111	16,111	1,111	1,671	1,111
	29 Stores Department	4,001	5,111	2,117	2,007	312	111
	30 Medical Department	1,111	711	1,511	1,111	411	411
	31 Postal and Miscellaneous	7,147	7,157	1,170	2,111	711	411
	32 Police	6,115	6,111	1,011	7,011	---	---
	33 Mortuary	201	211	---	---	---	---
	34 Electric telegraph	13,111	1,111	10,111	7,111	1,702	1,614
	35 TOTAL	8,113	21,111	47,115	47,111	9,704	7,927
Miscellaneous.	36 Law charges	511	811	---	---	---	---
	37 Compensation	214	522	432	411	416	71
	38 Rates and taxes	91	72	---	---	---	---
	39 Payments to other lines	211	---	14,091	17,111	2,130	2,440
	40 TOTAL	5,103	5,142	16,577	21,111	3,018	3,110
	41 Steam-boat service	---	---	---	---	---	---
	GRAND TOTAL WORKING EXPENSES	1,67,541	1,91,177	3,21,111	3,21,111	65,187	62,477

* Including all other items of expenditure not enumerated.

† Including special contribution to Provident Fund.

‡ Including Rs. 78,411 on account of the Hyderabad-Shadipalli railway.

§ Including Rs. 40,801 on account of Poyan Light railway, detailed.

DIX 45—continued.

Appendix 45.
Expenses under different heads.

(by systems) during each half-year of 1901—contd.

3' 31"								2' 6"		No.
20		21		23		24		25		
Bhavnagar-Gondal Junagad-Forbandar.		Southern Mahratta		South Indian.		Burma.		Morvi.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
28,141	30,990	1,33,132	1,29,259	1,23,291	1,28,356	1,24,135	1,32,892	4,247	4,189	1 2 3 4 5
60,538	60,921	1,99,028	2,10,270	1,08,481	1,18,101	3,30,362	3,23,325	11,467	11,549	
1,881	19,986	2,31,255	1,67,203	1,18,155	1,24,552	79,918	69,712	1,572	1,424	
3,568	5,879	61,311	81,238	26,799	34,189	1,24,396	72,191	3,439	477	
...	...	...	...	...	...	4,204	2,014	...	...
6,000	9,356	47,079	67,713	23,957	29,670	55,724	75,055	343	578	6
1,31,128	1,32,613	7,51,901	7,12,902	4,20,150	4,36,786	7,04,311	7,49,511	22,777	18,503	7
17,025	17,046	98,107	97,672	68,770	69,120	95,729	101,102	1,757	3,032	8
25,084	22,709	1,72,113	1,66,864	1,57,711	1,57,952	2,97,935	2,99,121	4,182	3,794	9
77,898	62,715	2,51,648	2,33,149	3,66,389	3,70,150	5,00,018	4,05,010	34,732	20,182	10
3,491	3,437	24,361	29,307	15,927	14,900	39,406	41,001	580	775	11
6,105	6,182	15,144	14,032	29,000	27,625	30,146	34,111	1,303	634	12
30,028	34,513	1,76,379	1,76,499	1,81,323	3,61,118	1,76,166	2,13,108	15,116	13,419	13 14 15 16
2,293	1,871	27,346	22,895	16,507	23,422	24,775	27,072	...	...
1,64,212	1,52,111	1,17,391	8,72,147	8,02,767	10,18,111	17,01,011	12,00,000	7,01,111	41,000	
5,356	5,435	31,092	29,196	22,921	21,093	26,003	21,000	902	1,769	
12,357	14,826	99,052	94,024	1,07,567	91,906	87,313	100,119	5,645	2,107	
9,675	1,041	1,44,521	1,29,105	87,748	1,11,613	1,46,812	1,31,717	3,675	2,961	17
1,146	915	5,007	4,493	5,681	8,000	4,119	7,000	...	...	18
4,427	4,200	19,113	19,113	26,799	26,700	36,462	36,162	1,271	911	19
31,141	3,025	2,00,200	2,75,156	2,46,114	2,02,051	3,00,000	2,00,000	8,000	7,000	20
19,108	16,891	7,0114	7,0333	6,471	64,206	7,04-3	7,0117	4,000	3,796	21
48,173	42,861	1,77,663	1,79,273	1,90,021	1,80,612	3,00,000	2,00,770	8,000	8,144	22
7,606	7,241	73,378	68,399	43,450	4,000	71,700	7,000	1,774	1,637	23
8,104	6,608	45,020	50,345	35,354	33,000	51,000	61,000	1,827	1,689	24
1,174	200	5,197	11,325	4,264	100	7,000	1,017	288	439	25
7,346	7,080	2,0644	29,051	43,035	35,000	44,000	30,000	2,178	2,641	26
...	...	...	...	25	45	—8	...	372	542	27
47,685	60,121	4,16,411	4,47,780	3,02,107	1,67,119	5,51,017	5,00,000	19,244	10,008	28
2,736	2,007	92,717	92,397	82,028	1,00,172	90,058	1,00,013	...	...	29
13,202	12,819	23,703	31,251	25,346	26,000	25,000	22,000	2,486	2,827	30
27,441	27,508	81,054	82,782	79,595	75,000	62,485	67,389	5,825	5,000	31
5,992	6,130	21,073	21,104	22,062	21,000	19,789	22,000	2,134	2,107	32
6,618	6,585	16,638	16,719	15,600	16,000	15,943	16,000	320	310	33
7,581	5,958	19,339	19,078	18,200	19,000	19,372	19,132	1,396	1,187	34
16,028	17,000	42,835	65,333	25,791	24,000	52,053	31,082	1,300	1,300	35
157	170	1,995	1,281	1,332	600	1,100	407	...	...	36
21,525	20,574	1,05,491	1,06,319	59,663	60,000	11,000	11,000	3,427	3,441	37
1,01,591	9,000	4,06,171	4,37,850	3,10,538	3,10,301	3,75,013	3,72,015	11,879	17,100	38
169	21	2,427	1,733	219	334	295	610	11	53	39
1,429	763	2,381	2,050	296	400	1,431	3,100	117	71	40
10	10	3,286	5,978	9,689	9,000	5,529	26,390	...	...	41
3,848	3,077	5,748	3,532	5,146	4,877	...	...	...	...	42
12,022	17,313	60,818	85,533	136,976	100,122	65,000	100,000	1,004	2,417	43
...	...	...	...	...	...	40,143	43,311	...	...	44
5,54,402	5,31,307	28,84,213	28,31,108	123,34,312	12,04,931	34,52,710	34,00,000	1,20,672	1,06,057	45

§ Including charge incurred direct by the State. ¶ Including charges for maintenance and renewal of machinery.
 details for which are included with those of the North Western State railway.
 information for which is not available and special contribution to Provident fund.

P. T. O.

(by systems) during each half-year of 1901—concl'd.

2' 6"		2' 6"								No.	
29		30		31		32		33			
Tespur-Bahpara.		Dary-chung-Himalayan.		Howrah-Amta.		Howrah Sheekhala.		Jowhat.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
...	...	14,019	13,116	...	...	...	...	...	...	1
...	...	10,214	10,190	}	2
...	...	10,885	8,077		3
...	...	3,443	6,153		4
...		5
...	...	13,260	13,260		6
6,407	8,077	54,414	1,111	11,302	10,111	6,701	7,151	2,702	8,477	7	
...	...	3,232	1,175	...	...	...	...	...	...	8
...	...	14,712	14,015	...	...	...	...	...	...	9
...	...	21,712	20,576	...	...	...	...	...	...	10
...	...	1,104	534	...	...	...	...	...	...	11
...	...	2,176	9,116	}	12
...	...	22,526	16,400		13
...	...	211	211		14
7,607	7,177	2,671	1,176	7,617	1,111	12,111	1,111		15
...	...	2,112	1,111		16
...	...	5,111	1,111	}	17
...	...	1,111	1,111		18
...	...	2,111	1,111		19
...	...	1,111	1,111		20
...	...	2,111	1,111		21
2,111	1,111	2,111	2,111	...	...	2,111	1,111	1,111	1,111	22
...	...	2,111	2,111	...	...	...	...	...	...	23
...	...	2,111	2,111	...	...	...	...	...	...	24
...	...	2,111	2,111	...	...	...	...	...	...	25
...	...	2,111	2,111	...	...	...	...	...	...	26
...	...	2,111	2,111	...	...	...	...	...	...	27
...	...	2,111	2,111	...	...	...	...	...	...	28
...	...	2,111	2,111	...	...	...	...	...	...	29
...	...	2,111	2,111	...	...	...	...	...	...	30
...	...	2,111	2,111	...	...	...	...	...	...	31
...	...	2,111	2,111	...	...	...	...	...	...	32
...	...	2,111	2,111	...	...	...	...	...	...	33
...	...	2,111	2,111	...	...	...	...	...	...	34
...	...	2,111	2,111	...	...	...	...	...	...	35
...	...	2,111	2,111	...	...	...	...	...	...	36
...	...	2,111	2,111	...	...	...	...	...	...	37
...	...	2,111	2,111	...	...	...	...	...	...	38
...	...	2,111	2,111	...	...	...	...	...	...	39
...	...	2,111	2,111	...	...	...	...	...	...	40
...	...	2,111	2,111	...	...	...	...	...	...	41
...	...	2,111	2,111	...	...	...	...	...	...	42
...	...	2,111	2,111	...	...	...	...	...	...	43
...	...	2,111	2,111	...	...	...	...	...	...	44
...	...	2,111	2,111	...	...	...	...	...	...	45
...	...	2,111	2,111	...	...	...	...	...	...	46
...	...	2,111	2,111	...	...	...	...	...	...	47
...	...	2,111	2,111	...	...	...	...	...	...	48
...	...	2,111	2,111	...	...	...	...	...	...	49
...	...	2,111	2,111	...	...	...	...	...	...	50
...	...	2,111	2,111	...	...	...	...	...	...	51
...	...	2,111	2,111	...	...	...	...	...	...	52
...	...	2,111	2,111	...	...	...	...	...	...	53
...	...	2,111	2,111	...	...	...	...	...	...	54
...	...	2,111	2,111	...	...	...	...	...	...	55
...	...	2,111	2,111	...	...	...	...	...	...	56
...	...	2,111	2,111	...	...	...	...	...	...	57
...	...	2,111	2,111	...	...	...	...	...	...	58
...	...	2,111	2,111	...	...	...	...	...	...	59
...	...	2,111	2,111	...	...	...	...	...	...	60
...	...	2,111	2,111	...	...	...	...	...	...	61
...	...	2,111	2,111	...	...	...	...	...	...	62
...	...	2,111	2,111	...	...	...	...	...	...	63
...	...	2,111	2,111	...	...	...	...	...	...	64
...	...	2,111	2,111	...	...	...	...	...	...	65
...	...	2,111	2,111	...	...	...	...	...	...	66
...	...	2,111	2,111	...	...	...	...	...	...	67
...	...	2,111	2,111	...	...	...	...	...	...	68
...	...	2,111	2,111	...	...	...	...	...	...	69
...	...	2,111	2,111	...	...	...	...	...	...	70
...	...	2,111	2,111	...	...	...	...	...	...	71
...	...	2,111	2,111	...	...	...	...	...	...	72
...	...	2,111	2,111	...	...	...	...	...	...	73
...	...	2,111	2,111	...	...	...	...	...	...	74
...	...	2,111	2,111	...	...	...	...	...	...	75
...	...	2,111	2,111	...	...	...	...	...	...	76
...	...	2,111	2,111	...	...	...	...	...	...	77
...	...	2,111	2,111	...	...	...	...	...	...	78
...	...	2,111	2,111	...	...	...	...	...	...	79
...	...	2,111	2,111	...	...	...	...	...	...	80
...	...	2,111	2,111	...	...	...	...	...	...	81
...	...	2,111	2,111	...	...	...	...	...	...	82
...	...	2,111	2,111	...	...	...	...	...	...	83
...	...	2,111	2,111	...	...	...	...	...	...	84
...	...	2,111	2,111	...	...	...	...	...	...	85
...	...	2,111	2,111	...	...	...	...	...	...	86
...	...	2,111	2,111	...	...	...	...	...	...	87
...	...	2,111	2,111	...	...	...	...	...	...	88
...	...	2,111	2,111	...	...	...	...	...	...	89
...	...	2,111	2,111	...	...	...	...	...	...	90
...	...	2,111	2,111	...	...	...	...	...	...	91
...	...	2,111	2,111	...	...	...	...	...	...	92
...	...	2,111	2,111	...	...	...	...	...	...	93
...	...	2,111	2,111	...	...	...	...	...	...	94
...	...	2,111	2,111	...	...	...	...	...	...	95
...	...	2,111	2,111	...	...	...	...	...	...	96
...	...	2,111	2,111	...	...	...	...	...	...	97
...	...	2,111	2,111	...	...	...	...	...	...	98
...	...	2,111	2,111	...	...	...	...	...	...	99
...	...	2,111	2,111	...	...	...	...	...	...	100
...	...	2,111	2,111	...	...	...	...	...	...	101
...	...	2,111	2,111	...	...	...	...	...	...	102
...	...	2,111	2,111	...	...	...	...	...	...	103
...	...	2,111	2,111	...	...	...	...	...	...	104
...	...	2,111	2,111	...	...	...	...	...	...	105
...	...	2,111	2,111	...	...	...	...	...	...	106
...	...	2,111	2,111	...	...	...	...	...	...	107
...	...	2,111	2,111	...	...	...	...	...	...	108
...	...	2,111	2,111	...	...	...	...	...	...	109
...	...	2,111	2,111	...	...	...	...	...	...	110
...	...	2,111	2,111	...	...	...	...	...	...	111
...	...	2,111	2,111	...	...	...	...	...	...	112
...	...	2,111	2,111	...	...	...	...	...	...	113
...	...	2,111	2,111	...	...	...	...	...	...	114
...	...	2,111	2,111	...	...	...	...	...	...	115
...	...	2,111	2,111	...	...	...	...	...	...	116
...	...	2,111	2,111	...	...	...	...	...	...	117
...	...	2,111	2,111	...	...	...	...	...	...	118
...	...	2,111	2,111	...	...	...	...	...	...	119
...	...	2,111	2,111	...	...	...	...	...	...	120
...	...	2,111	2,111	...	...	...	...	...	...	121
...	...	2,111	2,111	...	...	...	...	...	...	122
...	...	2,111	2,111	...	...	...	...	...	...	123
...	...	2,111	2,111	...	...	...	...	...	...	124
...	...	2,111	2,111	...	...	...	...	...	...	125
...	...	2,111	2,111	...	...	...	...	...	...	126
...	...	2,111	2,111	...	...	...	...	...	...	127
...	...	2,111	2,111	...	...	...	...	...	...	128
...	...	2,111	2,111	...	...	...	...	...	...	129
...	...	2,111	2,111	...	...	...	...	...	...	130
...	...	2,111	2,111	...	...	...	...	...	...	131
...	...	2,111	2,111	...	...	...	...	...	...	132

Appendix 46. Analysis.

APPEN

Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE. Class No.	5' 6"									
			1	2(a)	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) & (b)
			Calendar year 1901 East Indian	Eastern Bengal	Bengal Central	Bengal Nagpur	Rampur Dhamra Baili (2' 6")	Orissa and Rohilkhand	North Western †	Great Indian Peninsula	Bombay, Baroda and Central India	The Nizam's Guaranteed State.
1	DESCRIPTION OF RAILWAY WORKED.											
2	Gauge of railway . . . .	...	5' 6"	5' 6"	5' 6"	5' 6"	2' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"
3	Mileage worked . . . Miles	...	2,135'72	2,801	138'89	1,557'01	56'24	1,133'60	3,752'41	2,692'30	824'26	354'70
4	Number of stations . . . No.	...	336	70	27	196	8	156	508	374	132	45
5	Total length of the following gradients—											
	(a) $\frac{1}{4}$ and less . . . Miles	...	1'58	...	...	...	...	...	71'12	19'31	...	...
	(b) $\frac{1}{4}$ to $\frac{1}{2}$. . . "	...	15'20	...	...	0'01	...	83'30	84'97	9'11	1'32	...
	(c) $\frac{1}{2}$ to $\frac{3}{4}$. . . "	...	29'00	...	...	30'11	...	96'41	165'95	73'29	0'50	79'19
	(d) $\frac{3}{4}$ to 1 . . . "	...	167'03	...	...	460'19	18'60	919'15	135'55	877'71	167'86	110'99
	(e) 1 to 1 $\frac{1}{2}$. . . "	...	121'40	2'45	...	136'97	1'55	922'56	125'73	308'78	47'08	18'22
6	Steepest gradient worked—											
	(a) Inclination . . .	...	$\frac{1}{4}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
	(b) Length . . . Miles	...	3'08	2'15	...	0'40	2'41	2'25	6'52	5'05	...	2'52
7	FINANCIAL RESULTS.	Calendar year 1901 by half-year										
8	Percentage of net earnings (including steam-boat traffic for each half-year on capital outlay . . . per cent)	1st half and 2nd "	5'07 4'70	2'20 4'11	2'21 2'76	1'51 1'18	1'76 —0'27	3'11 2'41	2'00 2'10	2'17 2'31	4'21 2'21	5'31 5'08
9	Percentage of net earnings for each half-year on paid up capital . . . per cent	1st half and 2nd "	...	...	2'21 2'77	1'79 1'13	1'76 —0'27	...	...	5'07 5'10	3'79 2'21	5'28 5'25
10	OUTLAY, EARNINGS AND EXPENSES (Exclusive of Steam-boat Service)											
11	Capital outlay per mile open . . £	1st half and 2nd "	2,21,154 2,24,500	1,10,111 1,10,111	1,00,500 4,01,120	1,27'477 1,27,011	24,100 24,357	1,12,001 1,13,000	1,40,043 1,42,047	1,04,129 1,14,347	1,90,021 1,91,112	1,25,154 1,25,549
12	Total earnings per mile open per week . . .	1st half and 2nd "	6'6 6'0	5'1 5'0	170 210	174 148	33 15	2'0 2'5	2'12 2'15	4'0 3'0	5'07 3'10	2'51 2'20
13	Total working expenses per mile open per week . . .	1st half and 2nd "	2'0 2'2	3'1 3'1	100 111	84 89	17 16	102 107	120 116	170 175	100 176	93 76
14	Total earnings per train-mile . . .	1st half and 2nd "	4'0 4'0	4'22 4'12	5'11 3'01	5'42 3'45	1'11 0'00	3'49 3'12	3'78 3'71	4'30 3'14	6'76 5'37	4'46 4'27
15	Total working expenses per train-mile . . .	1st half and 2nd "	1'50 1'54	2'45 2'2	2'20 1'91	1'80 1'64	0'08 1'04	1'40 1'53	1'05 1'04	1'81 2'00	2'65 2'79	1'64 1'47
16	Net earnings per train-mile . . .	1st half and 2nd "	2'87 2'74	1'77 2'05	1'73 1'70	2'02 1'31	0'05 —0'14	2'09 1'59	1'81 1'07	2'53 1'50	4'11 2'58	2'80 2'80
17	Cost per 1,000 gross ton miles moved (freight and dead-weight) . . .	1st half and 2nd "	3'0 3'2	7'11 6'05	5'12 5'78	5'18 5'02	0'07 1'00	4'15 4'60	5'06 5'20	4'06 6'34	6'15 7'55	3'98 3'08
18	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores . . . Per cent	1st half and 2nd "	33'01 33'21	57'00 49'10	55'98 54'01	47'11 50'03	51'42 115'04	42'57 40'03	51'70 49'53	41'22 56'05	70'25 51'89	36'46 34'36
19	Percentage of total working expenses on total earnings, including from both sides of the account the charges for carriage of revenue stores . . . Per cent	1st half and 2nd "	12'59 33'15	58'75 45'00	55'72 52'72	48'05 58'00	50'87 110'40	40'01 47'36	50'01 47'76	40'11 57'05	38'37 50'63	35'10 33'22
20	(Inclusive of Steam-boat Service) Percentage of total working expenses on total earnings (including details, see items 123—29 Per cent)	1st half and 2nd "	14'0 30'00	57'09 49'10	55'98 54'01	47'11 50'03	51'42 115'04	42'57 40'03	51'78 49'50	41'22 58'15	39'25 51'89	36'68 34'36

* 5' 6" gauge

† Includes Nowshera-Durgai

‡ Great Indian Peninsula railway only; Indian Midland

§ Indian Midland

|| Great Indian Peninsula railway only; Indian Midland

¶ Nizam's railway

** Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by

DIX 46.

Appendix 46.
Analysis.

(by systems) during each half-year of 1901.

prepared by the railways not shown.

3' 31"														Calendar No.	Serial number.
11 (a) to (c)	12 (b) to (d)	13	14	15 (e) & (f)	16 (g) to (h)	17	18	19	20	21 (i)	22	23	24	Calendar year 1901.	
Madras.	Eastern Bengal.	Azam-Bengal.	Bengal and North Western	Rohilkhand and Kumaon.	Rajputana-Malwa.	Jodhpur-Jhikhar.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Porbandar.	Hyderabad-Godavari Valley.	Southern Maharatta	South Indian	Burma.	Calendar year 1901.		
5' 6"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	...	1
1,362'93	698'91	580'07	1,261'82	214'57	1,807'10	736'27	67'31	455'18	391'42	1,395'00	1,110'21	1,177'71	...	2	
272	110	85	22-	47	71	7	64	42	218	182	181	...	3		
...	0'37	...	...	...	3'41	...	...	...	...	...	...	51'70	...	4
22'84	0'64	1'26	...	6'41	11'23	...	...	0'07	...	48'37	...	27'23	...	5
49'42	2'12	6'97	11'24	7'29	1'11	...	1'10	0'34	...	524'80	110'30	43'30	...	6	
270'68	18'57	80'86	5'11	4'40	31'40	150'52	30'75	121'23	221'73	246'59	207'51	147'83	...	7	
153'53	13'34	26'11	4'05	5'81	149'81	57'11	6'98	63'90	13'55	93'71	82'48	101'41	...	8	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
0'80	0'7	1'5	3'11	3'10	...	2'31	0'46	1'17	5'41	2'94	1'12	9'11	...	10	
2'21	2'43	0'19	1'15	5'7	6'27	1'11	2'44	2'51	2'50	1'22	3'61	2'06	...	11	
1'54	3'6	0'27	...	4'11	1'11	1'21	2'13	1'01	1'01	1'04	3'49	1'11	...	12	
2'21	...	...	...	...	...	...	...	...	2'11	...	...	2'11	...	13
1'50	...	...	...	...	...	...	...	...	1'24	...	...	1'11	...	14
1,35,081	81,001	1,16,046	70,140	41,609	75,775	2,111	24,918	20,918	59,464	70,211	60,413	87,927	1st half	15	
1,37,213	82,144	1,17,112	71,131	41,719	77,011	2,111	25,037	21,037	60,575	71,311	61,513	89,111	2nd "	16	
211	178	72	115	111	3'6	52	61	61	107	107	179	223	1st half	17	
220	202	64	112	109	3'1	62	61	65	92	81	136	171	2nd "	18	
115	88	54	62	51	137	34	37	46	49	70	80	111	1st half	19	
118	80	55	61	51	137	23	37	44	49	65	81	111	2nd "	20	
3'51	2'45	3'41	2'31	3'15	1'27	2'40	4'41	4'01	2'51	2'64	3'13	3'61	1st half	21	
3'43	3'15	3'41	2'39	3'13	1'27	2'77	4'13	3'11	2'51	2'67	3'17	3'61	2nd "	22	
1'71	1'44	2'08	1'18	1'22	1'61	1'64	2'56	1'67	1'7	1'11	1'40	1'67	1st half	23	
1'70	1'17	2'01	1'19	1'31	1'11	1'31	2'41	2'17	1'11	1'01	1'34	1'67	2nd "	24	
1'81	1'49	0'53	1'76	1'01	2'31	0'55	1'61	2'01	1'14	0'53	1'13	1'74	1st half	25	
1'63	1'15	0'51	1'11	1'14	1'51	1'41	1'73	1'02	0'11	0'54	1'13	1'11	2nd "	26	
5'60	7'74	11'75	5'11	7'01	6'59	0'11	11'10	10'81	5'80	6'16	7'77	9'11	1st half	27	
5'55	8'10	11'01	7'01	6'57	6'11	0'11	11'01	10'92	5'81	6'16	7'77	9'11	2nd "	28	
49'05	40'00	75'54	40'15	58'81	4'11	66'05	57'22	49'15	45'25	64'71	44'71	51'89	1st half	29	
52'41	43'57	81'83	41'11	52'92	4'11	47'17	56'10	65'11	64'5	77'39	48'02	64'13	2nd "	30	
40'85	46'18	75'21	38'81	37'02	41'48	65'14	57'14	48'67	44'00	63'39	44'22	50'01	1st half	31	
51'29	41'61	81'55	41'77	52'21	51'01	41'06	57'08	67'11	65'17	70'26	47'52	63'11	2nd "	32	
49'05	51'24	75'18	40'41	31'11	42'10	66'05	57'11	49'15	45'25	64'76	44'71	52'32	1st half	33	
52'41	41'14	81'76	41'11	52'46	41'09	47'17	56'09	65'11	64'4	77'39	48'02	67'13	2nd "	34	

only.

(2' 6" gauge) railway for 1st half only.

railway for 1st and 2nd halves 1872 and 1875 respectively

railway only.

railway for 1st and 2nd halves 1872 and 1875 respectively

only.

the Native States as separate undertakings from the Bhavnagar-Gondal-Junagad-Porbandar railway.

P. T. O.

Appendix 46. Analysis.

APPEN

Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE Class : No. Calendar year 1911 by half- years	3' 6"									
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) and (b)
			East Indmn.	Eastern Bengal.	Bengal Central.	Bengal- Nagpur.	Rajpur- Dham- tari (2' 6")	Oudh and Rohil- khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Cen- tral India.	The Nizam's Guaran- teed State.
DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.												
18	Total working expenses for both coaching and goods traffic* in thousands of Rs.	1st half 2nd "	1,22,04 1,24,59	20,01 23,34	2,12 3,07	31,80 33,68	25 26	25,04 26,14	1,14,02 1,03,47	1,23,23 1,20,03	40,20 36,27	7,87 6,34
Proportions, dividing expendi- ture in ratio of gross ton- mileage (freight and dead load)—												
19	Coaching in thousands of Rs.	1st half 2nd "	28,70 33,57	8,98 8,03	1,40 1,35	11,21 14,39	7 13	9,96 11,73	31,10 34,65	32,04 42,57	13,06 11,46	1,57 1,45
20	Goods in thousands of Rs.	1st half 2nd "	93,34 91,02	11,13 15,35	72 2,32	20,59 19,29	18 13	15,08 14,39	20,72 74,62	91,19 77,46	27,14 20,21	6,30 4,89
COACHING TRAFFIC.												
Gross receipts and train-mileage (in thousands)—												
21	Receipts from coaching traffic	1st half 2nd "	1,48,18 1,40,07	16,61 15,43	1,90 3,85	20,20 20,31	17 13	27,51 29,84	70,62 70,05	66,11 63,31	31,27 27,11	4,86 4,49
22	Coaching train-miles run	1st half 2nd "	3,047 3,001	532 553	107 88	814 971	12 14	1,043 1,127	2,472 2,769	2,704 2,621	1,19 1,03	131 130
23	Average coaching receipts per train-mile	1st half 2nd "	3' 55 3 74	3' 12 2' 77	3 61 4 46	2' 50 2 13	1' 43 0 50	2 61 2 65	2 86 2 82	2' 17 2 14	3' 82 3 20	3' 48 3 50
UNITS AND UNIT-MILEAGE—												
Number of units carried one mile (in thousands)—												
24	1st class Unit-miles	1st half 2nd "	4,083 4,353	747 744	31 43	706 635	2 1	1,228 1,104	3,710 3,377	5,323 4,110	1,812 1,500	310 306
25	2nd " " "	1st half 2nd "	12,020 14,838	1,704 1,939	277 328	2,201 2,203	3 8	4,195 4,715	11,517 11,228	24,000 24,701	12,169 9,307	1,887 1,400
26	3rd or intermediate class " "	1st half 2nd "	44,813 47,738	6,753 10,344	1,266 1,295	5,027 5,390	15 20	10,778 12,006	36,635 37,010	24,617 24,770	25,022 21,771	2,481 2,473
27	4th or lowest " " "	1st half 2nd "	61,701 68,400	100,004 82,766	20,717 20,200	20,042 21,171	1,117 1,117	16,513 17,500	43,145 48,626	33,045 33,700	16,386 14,301	12,250 12,567
28	Total passenger unit-mileage " "	1st half 2nd "	678,107 751,945	114,130 155,773	22,009 21,901	21,780 21,670	1,477 1,149	181,704 193,354	408,216 534,171	441,184 410,110	208,450 176,934	34,324 32,907
29	Other coaching traffic . 700-miles	1st half 2nd "	8,509 11,431	773 730	147 130	1,064 1,235	5 5	1,290 1,514	4,708 6,107	7,036 10,200	2,594 2,274	307 232
Average sum received for carrying a unit one mile—												
30	1st class Pies	1st half 2nd "	14' 61 14 63	14' 13 13 68	14 31 13' 12	13' 01 14 21	16' 94 17' 17	11' 40 11' 42	10' 15 10 61	10' 09 10 79	9 76 10' 10	14' 64 12 38
31	2nd " " "	1st half 2nd "	6' 16 6 06	6 87 6' 48	7' 54 7 23	6' 05 5' 40	6 10 7 50	5' 25 5 23	4' 31 4' 53	4' 30 4' 41	4' 62 5' 01	4' 42 4' 22
32	3rd or intermediate class " "	1st half 2nd "	3' 26 3' 27	3 08 3 02	3' 52 3 45	3' 17 3 21	3' 00 3' 01	3' 08 3' 03	3' 01 3 01	3' 20 3' 19	2' 59 2 59	3' 30 3 30
33	4th or lowest " " "	1st half 2nd "	2 41 2' 43	2 26 2' 49	3' 00 3' 00	2 25 2' 31	2' 00 2' 00	2' 46 2 48	2' 21 2' 27	2' 05 2' 14	2' 27 2' 29	2' 00 2 00
34	Average for all classes	1st half 2nd "	2 67 2' 62	2' 48 2 71	3' 10 3' 11	2 37 2' 43	2' 04 2' 05	2' 02 2' 05	2' 48 2 42	2 16 2 10	2' 56 2' 59	2' 32 2 29
35	Other coaching traffic per ton- mile	1st half 2nd "	29' 68 29 35	49 90 49 77	30' 79 41' 33	41' 09 37 10	31' 36 30 46	40' 29 40 15	33 78 33 67	33' 63 36 75	30 02 29' 78	33' 06 40' 20

* Excluding steam-boat expenses, and after deducting telegraph
 † For "freight" passenger units (items 24 to 27) have been
 First class passenger with free luggage
 Second " " " "
 Third or fourth class passenger with free luggage
 Plus the ton-mileage of other coaching trains.
 ‡ Third class by mail train
 § Third class by other than mail train.

DIX 46—continued.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

S' 31"													GARON.	Social number.
11 (a) & (c)	12 (b) to (d)	14	16	17 (a) & (b)	19 (g) to (j)	18	19	20	10 (c)	21	23	24	Class No.	
Madras.	Eastern Bengal.	Arcam Bengal.	Bengal and North-Western.	Rohilkund and Kunnon.	Rajputana-Malwa.	Jodhpur-Dikar.	Malipur-Chitor.	Bharu-nagar-Gondal-Jundagad-Porbandar.	Hyderabad-Gudavari-Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1901 by half-years.	
38,98 38,78	15,56 15,73	7,80 8,03	18,45 18,45	3,76 4,10	62,15 59,20	5,91 5,33	65 61	5,26 5,11	4,07 5,46	28,08 27,48	21,86 24,16	33,70 33,14	1st half 2nd "	18
11,00 11,45	5,66 5,58	5,15 3,75	7,03 6,12	1,12 1,73	11,60 13,25	2,46 2,46	35 34	2,66 2,05	1,73 2,61	9 62 10,70	11,16 11,71	11,30 11,61	1st half 2nd "	19
27,08 27,33	9,00 10,14	4,45 4,45	11,42 9,97	2,44 2,37	5,18 4,11	3,43 3,15	29 27	2,61 2,06	2,50 2,85	18,46 11,78	10,70 12,45	22,00 20,55	1st half 2nd "	20
31,11 30,54	14,12 13,75	6,37 5,17	10,15 20,11	4,07 3,70	36,98 37,10	3,61 4,80	57 31	5,78 4,80	3,07 3,45	16,49 14,45	27,13 27,47	20,47 24,18	1st half 2nd "	21
1,062 1,031	4,05 5,16	111 106	812 917	136 143	1,061 1,011	162 150	14 14	156 157	136 155	6,71 6,5	812 800	643 644	1st half 2nd "	22
2 91 2,06	3,74 2,07	4,74 3,12	2,11 2,11	2 41 2,63	3,48 1 12	2,41 2 51	1 88 3 50	3 71 2,06	8 91 2,40	2,46 2 11	3,11 1 17	4,40 3,55	1st half 2nd "	23
2,147 1,805	417 405	125 141	334 339	125 164	075 1,11	71 170	14 14	182 130	168 203	7,76 770	764 731	884 854	1st half 2nd "	24
6,065 7,258	1,424 1,535	268 313	810 833	73 891	4,006 1,600	561 711	36 30	1,166 854	1,135 1,205	2,709 2,414	2,695 3,434	4,318 3,317	1st half 2nd "	25
914 873	5,451 5,785	114 124	2,125 2,011	273 290	10,197 9,211	...	68 62	1,105 987	...	...	...	...	1st half 2nd "	26
202,078 205,807	15,000 11,710	36,053 29,035	161,872 121,313	27,109 23,276	2,011,840 2,011,630	30,111 37,685	4,377 4,061	32,714 27,334	31,477 31,427	126,059 107,115	227,515 232,591	164,325 138,777	1st half 2nd "	27
211,804 215,740	92,763 87,511	37,415 29,813	162,414 125,126	24,187 24,621	2,07,207 3,44,947	31,175 36,769	4,455 4,176	34,167 29,311	32,745 31,835	130,444 110,207	232,887 237,300	162,577 147,112	1st half 2nd "	28
2,131 1,791	552 520	146 170	523 501	146 131	2,515 2,441	241 225	21 19	160 139	134 108	810 544	604 572	704 616	1st half 2nd "	29
11 91 12 91	13 87 13 70	15 22 15 09	18 81 12 58	25 91 20 90	13 27 13 25	17 14 13 62	16 09 18 00	11 21 11 28	11 38 11 39	11 24 11 30	11 46 11 31	14 50 15 02	1st half 2nd "	30
5 39 4 39	6 58 5 44	7 66 7 74	6 00 5 79	8 41 7 28	5 44 6 18	6 00 5 56	9 00 9 00	5 51 5 01	4 76 4 31	5 12 5 04	5 11 4 50	6 26 6 06	1st half 2nd "	31
4 50 4 50	3 76 3 07	4 51 4 50	1 14 3 05	4 10 4 08	2 08 2 38	...	3 00 3 00	4 00 4 00	...	...	...	...	1st half 2nd "	32
2 23 2 22	2 50 2 50	3 00 3 00	2 00 2 00	2 18 2 21	2 00 2 00	2 00 2 05	1 00 2 00	2 75 2 75	2 00 2 04	2 02 2 04	2 05 2 03	3 11 3 15	1st half 2nd "	33
2 44 2 30	2 13 2 05	3 01 3 11	2 05 2 05	2 47 2 55	2 12 2 11	2 11 2 18	2 11 2 13	2 02 2 02	2 15 2 14	2 14 2 17	2 12 2 10	3 18 3 22	1st half 2nd "	34
37 04 33 91	40 36 31 46	47 43 41 58	41 41 39 30	58 30 67 51	30 22 29 24	32 56 38 30	33 82 32 10	47 81 47 76	44 34 33 67	44 72 44 08	46 18 31 73	38 76 35 42	1st half 2nd "	35

and sundry receipt, and leaving only the balance of payments to other lines for mileage, etc.
converted into tons at the following rates, viz. —
0 to 100
0 08
0 06

Appendix 46. Analysis.

APPEN

Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE Class No.	Calendar year 1901 by half- year	5 0'									
				1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) & (b)
				East Indian.	Eastern Bengal.	Bengal Central.	Bengal- Nagpur.	Rajpur Dham- tani (J'no)	Oudh and Rohil- khand.	North Western	Great Indian Peninsula	Bombay, Baroda and Central India.	The Nizam's Guaran- teed State.
LOADING TRAFFIC—cont'd													
UNITS AND UNIT-MILEAGE—cont'd.													
Average number of units in a train—													
36	1st class	No.	1st half 2nd "	1'14 1'36	1'36 1'35	0'36 0'46	0'65 0'63	0'14 0'07	1'16 1'21	1'50 1'22	1'07 1'19	2'16 1'75	2'20 2'25
37	2nd "	"	1st half 2nd "	4'24 4'62	3'37 3'51	2'53 3'05	2'64 3'49	0'27 0'13	4'01 4'18	4'66 4'06	3'05 2'81	14'52 16'85	13'91 13'22
38	3rd or intermediate class	"	1st half 2nd "	14'50 14'67	14'08 16'67	9'00 14'06	7'10 5'77	1'31 2'00	10'34 10'05	14'82 13'60	8'15 10 8'14 13	20'05 25'23	25'63 225'36
39	4th or lowest "	"	1st half 2nd "	202'11 203'25	180'60 149'07	103'40 226'60	250'00 210'00	124'00 81'00	145'76 158'47	180'53 173'07	111'06 111'07	202'13 110'51	235'13 225'36
40	Total passenger units	"	1st half 2nd "	222'41 234'10	212'61 173'20	206'71 245'50	261'10 226'20	126'41 84'00	174'20 1,151	201'51 192'04	163'02 145'00	248'76 207'34	235'13 240'83
41	Other coaching traffic	Tons	1st half 2nd "	2'04 3'56	1'43 1'32	1'11 1'53	1'28 1'37	0'42 0'30	1'21 1'14	1'78 2'21	2'00 2'20	3'10 2'03	2'93 1'70
VEHICLES AND VEHICLE-MILEAGE—													
Number of coaching vehicles (in thousands) hauled one mile—													
42	1st class	Vehicle-miles	1st half 2nd "	4,772 4,702	601 622	118 81	1,102 1,160	3 3	1,324 1,400	3,124 3,613	4,302 4,511	910 915	2'0 3'4
43	2nd "	"	1st half 2nd "	4,723 4,608	612 607	141 130	1,221 1,300	3 3	1,107 1,007	3,247 3,450	5,441 5,600	1,871 1,815	320 321
44	3rd or intermediate class	"	1st half 2nd "	3,919 4,424	1,200 1,101	15 15	11 15	100 100	1,000 1,000	3,000 3,000	2,000 2,000	900 900	1,000 1,000
45	4th or lowest "	"	1st half 2nd "	10,720 10,500	4,020 4,041	900 850	1,411 1,000	100 100	2,000 2,000	2,000 2,000	1,000 1,000	6,700 6,700	1,000 1,000
46	Other vehicles	"	1st half 2nd "	4,511 4,521	637 1,005	223 200	1,000 1,000	3 11	574 720	3,000 2,000	4,000 1,000	1,000 1,000	240 270
47	Brake-vans	"	1st half 2nd "	5,271 3,500	565 357	1 142	1,000 1,000	21 24	1,000 2,000	4,000 5,000	4,000 1,000	1,000 1,000	200 200
48	Total	"	1st half 2nd "	51,114 54,641	1,000 1,127	1,713 1,593	14,106 10,300	117 147	14,124 13,711	30,016 40,780	38,115 30,107	12,807 12,800	9,671 2,751
Average number of vehicles in a coaching train—													
49	1st class	No.	1st half 2nd "	1'43 1'48	1'11 1'11	1'10 1'01	1'43 1'27	0'27 0'23	1'27 1'30	1'11 1'31	1'50 1'01	1'08 1'00	1'10 2'67
50	2nd "	"	1st half 2nd "	1'43 1'41	1'15 1'20	1'32 1'47	1'47 1'41	0'27 0'20	1'15 1'15	1'31 1'05	2'05 1'01	2'00 1'07	1'06 2'30
51	3rd or intermediate class	"	1st half 2nd "	1'20 1'35	2'15 2'12	1'20 1'30	1'04 1'01	0'19 0'19	1'00 1'40	1'41 1'30	2'00 2'00	1'11 1'12	1'11 1'11
52	4th or lowest "	"	1st half 2nd "	0'42 0'01	7'07 7'49	8'20 9'71	11'29 10'77	7'76 7'76	7'76 7'76	8'06 9'05	16'10 15'01	8'07 7'83	11'18 11'18
53	Other vehicles	"	1st half 2nd "	1'48 1'41	1'76 1'85	2'43 2'43	1'29 1'31	0'27 0'28	0'55 0'64	1'21 1'01	1'00 1'00	1'88 1'84	0'78 1'96
54	Brake-vans	"	1st half 2nd "	1'71 1'71	1'06 1'01	1'43 1'01	1'00 1'00	1'80 1'74	1'82 1'11	1'87 1'82	1'77 1'73	1'21 1'03	0'49 2'00
55	Total	"	1st half 2nd "	16'77 17'03	15'03 14'70	16'41 1'00	18'00 17'03	11'90 10'71	13'74 13'04	16'14 15'82	14'10 13'00	15'3 14'9	8'70 20'19
Average earnings per coaching vehicle per mile—													
56	1st class	Paise	1st half 2nd "	13'64 13'37	16'86 16'30	4'63 7'31	0'40 10'03	0'00 5'00	10'06 10'01	11'15 9'02	11'60 11'11	10'45 10'01	18'15 10'42
57	2nd "	"	1st half 2nd "	18'42 19'53	20'13 20'71	14'77 17'01	12'46 13'76	7'06 4'25	18'06 10'02	15'00 14'70	18'05 18'01	31'55 29'05	26'18 23'65
58	3rd or intermediate class	"	1st half 2nd "	20'06 15'28	23'17 26'59	20'68 20'18	21'04 15'30	27'00 21'00	20'02 23'08	11'21 20'27	26'00 13'40	70'26 67'14	45'46 41'80
59	4th or lowest "	"	1st half 2nd "	11'10 53'84	50'64 49'71	66'16 70'83	50'01 40'39	61'52 10'82	51'06 50'73	43'60 43'60	40'20 41'30	36'01 40'00	56'16 41'30
60	Other vehicles	"	1st half 2nd "	10'07 24'27	40'72 35'47	26'01 26'00	41'55 14'71	61'52 10'82	81'03 164'04	48'70 73'74	56'50 51'46	50'01 42'44	56'16 41'30

* Third class by mail trains.

† Third class by other than mail trains.

DIX 46—contd.

Appendix 46.
Analysis.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 12"														Gauss. Class No.	Calendar year 1901 by half- year.	Serial number.
(a) & (c)	(b) to (d)	14	16	17 (a) & (c)	18 to (g) (i)	18	19	20	10 (c)	21	21	24	14			
Madras.	Eastern Bengal.	Assam- Bengal.	Bengal and North- Western.	Rohil- khand and Kumaon	Raj- putana- Malwa	Jal- pa- tur- Bikaner	Udham- Singh- Chitaur.	Thav- nagar- Central- Jabalpur- Poonah- durg.	Hyder- abad- Cudda- pore- Valley.	Southern Maharashtra.	South Indian.	Barma.	14	1st half	2nd	
2'02 1'75	0'90 0'79	0'92 0'85	0'49 0'41	0'91 1'14	0'92 0'75	0'41 0'40	0'65 0'61	1'17 0'87	1'13 1'31	1'16 1'12	0'89 0'81	1'31 1'15	1'41 1'15	1st half	2nd	36
6'26 7'02	3'06 3'40	2'00 1'80	1'01 0'92	5'31 6'23	3'86 3'11	3'4 1'75	2'12 2'14	7'44 5'45	8'12 7'80	4'04 3'52	3'01 4'02	6'53 4'41	1st half	2nd	37	
0'86 0'85	12'60 11'22	0'95 0'75	2'96 2'15	2'01 2'03	0'74 0'11	—	4'92 4'44	7'10 6'30	—	—	—	—	1st half	2nd	38	
10'31 10'18	181'10 158'73	27'06 175'01	204'10 190'14	190'02 162'51	26'75 10'20	100'77 100'52	315'16 290'77	210'00 174'53	270'31 180'74	180'31 130'31	257'40 205'03	217'62 191'90	1st half	2nd	39	
100'47 208'80	1'09'66 173'00	27'8'66 173'00	208'75 201'0	207'25 172'20	270'27 191'11	191'68 204'17	333'68 296'60	225'70 187'15	240'03 207'61	194'51 100'00	261'27 273'01	274'47 100'13	1st half	2nd	40	
2'00 1'73	1'19 1'02	1'09 1'02	0'64 0'11	1'07 0'91	2'41 2'21	1'55 1'11	1'54 1'17	1'08 0'19	0'05 0'70	1'14 1'23	0'04 0'00	1'05 1'15	1st half	2nd	41	
1,390 1,300	580 610	211 211	1,415 1,110	204 21	1,671 1,408	191 241	17 17	311 304	203 310	91 812	107 65	1,216 1,205	1st half	2nd	42	
1,455 1,442	640 621	210 273	1,241 1,111	171 200	1,604 1,217	227 200	17 10	411 410	305 313	601 614	1'113 1,105	1,404 1'307	1st half	2nd	43	
410 275	1,190 1,012	121 191	1,205 1,112	101 101	834 11	—	26 27	242 236	—	—	—	—	1st half	2nd	44	
9,551 8,551	5,076 5,011	2,077 2,019	12,022 12,015	1,612 1,601	17,002 1,100	1,290 241	242 23	1,981 1,945	1,945 1,902	8'603 8'17	17,000 12,000	10,000 10,000	1st half	2nd	45	
1,555 1'401	705 627	408 236	204 21	16 105	1,301 1,201	160 445	3 4	127 116	172 147	165 514	2,162 2,454	8'6 6'6	1st half	2nd	46	
— —	184 531	100 231	1,471 1,411	257 200	3,145 2,000	402 336	40 51	411 402	203 201	1,200 1,000	2 1	91 1,102	1st half	2nd	47	
11,401 13,401	8,574 8,575	3,071 3,001	17,770 1,617	2,119 200	25,112 2,000	3,010 675	352 361	3,400 3,131	2,500 2,500	12,007 11,000	17,000 16,000	15,000 15,000	1st half	2nd	48	
1'31 1'20	1'25 1'10	1'15 1'25	1'10 1'10	1'10 1'30	1'15 1'20	1'10 1'10	1'20 1'22	2'00 1'04	1'01 2'01	1'20 1'20	1'00 1'11	1'15 1'15	1st half	2nd	49	
1'40 1'40	1'10 1'20	1'10 1'14	1'15 1'10	1'20 1'10	1'15 1'15	1'10 1'20	1'21 1'15	2'00 2'11	1'01 2'02	1'14 1'10	1'15 1'17	2'41 2'11	1st half	2nd	50	
0'30 0'27	2'45 2'01	0'01 1'17	1'10 1'15	0'11 0'10	0'11 0'10	—	1'52 1'01	1'50 1'01	—	—	—	—	1st half	2nd	51	
5'07 8'50	10'58 10'10	15'46 12'23	11'10 11'30	11'05 11'21	17'00 10'15	12'15 12'10	17'62 15'01	12'09 11'78	5'40 9'20	12'51 11'72	17'15 11'10	15'05 1'11	1st half	2nd	52	
1'40 1'10	1'21 1'35	1'01 1'44	0'11 0'11	0'11 0'11	1'21 1'00	1'01 1'20	0'21 0'27	0'12 0'12	0'01 0'05	0'01 1'25	1'17 1'00	0'12 0'12	1st half	2nd	53	
— —	1'04 1'03	1'41 1'41	1'11 1'11	1'10 1'07	2'07 2'03	1'11 2'01	1'01 3'05	2'04 2'07	0'01 2'00	1'01 1'53	0'01 0'00	1'01 1'11	1st half	2nd	54	
12'72 12'62	1'49 17'21	21'07 10'01	21'57 21'11	17'01 17'54	24'16 24'11	1'10 10'10	27'71 41'15	21'88 21'28	0'20 16'77	18'15 17'05	19'15 17'01	22'88 22'15	1st half	2nd	55	
18'41 17'40	9'00 9'03	8'01 7'31	3'55 3'16	15'80 20'28	7'71 6'17	6'20 0'01	14'15 14'41	8'55 5'03	7'00 6'67	10'84 10'45	9'11 8'43	10'10 10'10	1st half	2nd	56	
22'57 22'10	17'16 14'30	0'01 8'55	3'81 3'57	24'67 32'45	14'41 1'10	14'00 10'30	18'15 18'02	14'84 11'70	17'70 16'10	15'00 13'60	13'08 14'00	10'10 11'00	1st half	2nd	57	
10'03 14'30	14'14 10'35	4'31 3'04	5'50 5'57	10'40 11'31	3'80 3'10	—	7'00 6'55	18'24 15'41	—	—	—	—	1st half	2nd	58	
38'70 31'50	42'07 38'20	53'08 42'85	27'00 27'01	3'10 32'01	33'01 33'01	31'32 31'31	35'05 36'40	40'82 40'74	40'67 40'33	30'07 27'10	37'00 37'02	40'70 35'11	1st half	2nd	59	
31'78 61'27	27'12 34'20	16'07 29'71	77'16 60'30	60'18 61'20	40'22 67'04	40'40 35'63	29'14 105'46	63'51 57'29	34'44 50'02	30'70 44'12	12'77 13'13	30'43 42'30	1st half	2nd	60	

Appendix 46.

Analysis.

APPEN

Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	Class No.	5' 6".									
			1	2 (1)	3	4 (1)	5 (1)	6	7	(8) (a) to (f)	9 (a) to (f)	10 (a) & (b)
		Calendar year 1901 by half-years	East Indian	Eastern Bengal	Bengal Central	Bengal Nagpur	Rajput- Lithamari (2 1 1)	Ondh and Rohilkhand	North Western	Great Indian Peninsula	Bombay, Baroda and Central India	The Nizam's Guaranteed State.
COACHING TRAFFIC—<i>ton and</i> VEHICLES AND VEHICLE-MILEAGE—<i>ton and</i> Carrying capacity hauled one mile (including brakes) (in thousands)												
61	1st class	1st half and "	64,717 69,494	12,712 12,702	2,016 1,976	15,056 15,020	37 35	27,424 27,734	47,962 51,561	55,179 50,188	20,084 21,113	4,691 4,800
62	2nd "	1st half and "	91,879 102,557	11,754 12,721	11,111 2,441	21,872 23,580	37 34	32,010 34,476	61,461 67,321	142,904 148,475	71,353 70,742	5,611 7,213
63	3rd or intermediate class	1st half and "	107,379 2,51,151	67,410 61,871	10,147 2,077	31,674 34,141	...	58,077 54,001	110,622 130,575	141,211 153,711	53,094 54,616	87,834
64	4th or lowest class	1st half and "	1,601,100 1,608,702	211,918 20,103	51,775 4,112	105,180 545,221	4,212 ...	453,057 471,571	1,100,487 1,211,014	1,171,412 1,171,187	1,18,121 1,17,509	89,142
65	Other vehicles	1st half and "	41,576 37,000	1,044 1,012	4,220 1,111	8,104 10,117	2 5	15,745 1,000	21,912 32,565	21,164 22,063	7,480 7,217	4,745 5,163
Percentage of freight upon capacity hauled—												
66	1st class	1st half and "	6.41 6.47	5.70 5.11	1.89 2.26	4.77 5.51	4.70 2.60	4.61 4.44	7.85 6.55	9.38 10.44	8.61 7.11	6.67 6.30
67	2nd "	1st half and "	11.17 11.17	12.36 12.41	8.1 11.1	10.57 13.4	5.12 4.61	11.07 13.05	15.15 16.66	16.59 16.6	17.51 15.21	31.61 34.96
68	3rd or intermediate class	1st half and "	27.39 21.31	14.42 10.09	10.7 11.9	15.71 15.61	...	15.57 21.24	30.61 20.92	28.95 26.54	46.11 39.56	...
69	4th or lowest intermediate class	1st half and "	76.41 31.1	44.97 34.17	20.01 42.21	42.20 37.08	44.71 27.20	26.61 17.17	35.41 17.71	44.41 17.11	44.77 35.12	37.43 35.44
70	Other vehicles	1st half and "	1.4 12	0.00 7.7	1.0 1.60	12.65 12.14	3.516 0.11	8.11 1.50	11.11 15.57	10.37 2.92	12.12 1.05	8.16 4.47
WEIGHT OF TRAIN AND TON- MILEAGE Gross ton-milage of all coaching trains (in thousands)												
71	Freight	1st half and "	1,171 1,171	7,777 7,777	1,171 1,171	11,111 11,111	0 74	12,111 13,111	11,111 11,111	11,111 11,111	11,111 11,111	2,107 2,240
72	Dead weight	1st half and "	6,111 6,111	11,111 11,111	21,111 21,111	2,111 2,111	577 0	2,111 2,111	5,111 10,111	61,111 61,111	1,111 1,111	1,111 1,111
73	Total	1st half and "	7,282 7,282	18,888 18,888	22,282 22,282	12,222 12,222	577 74	14,222 15,222	16,222 21,222	72,222 72,222	22,222 22,222	3,218 3,351
Average weight of a coaching train—												
74	Freight	1st half and "	17.4 17.4	17.4 17.4	17.4 17.4	17.4 17.4	1.2 5.4	11.1 11.1	14.02 13.01	11.1 11.1	17.4 15.3	18.45 16.30
75	Dead weight	1st half and "	22.4 22.4	22.4 22.4	22.4 22.4	22.4 22.4	10.0 10.0	21.2 21.2	22.2 22.2	22.2 22.2	22.2 22.2	22.4 22.4
76	Total	1st half and "	21.8 21.8	21.8 21.8	21.8 21.8	21.8 21.8	11.2 15.4	12.3 12.3	13.2 13.2	13.2 13.2	13.2 13.2	20.4 20.4
COST OF WORKING—<i>Rs.</i> Average cost of hauling a coach- ing train one mile												
77	Freight	1st half and "	1.07 1.07	1.07 1.07	1.31 1.51	1.31 1.31	0.20 0.20	0.96 1.11	1.35 1.25	1.22 1.21	1.56 1.50	1.16 1.07
78	Dead weight	1st half and "	12.4 12.4	12.4 12.4	10.11 10.11	10.11 10.11	11.00 11.00	10.11 10.11	10.12 10.12	10.98 10.98	21.12 20.01	12.61 11.28
Average cost of hauling a coach- ing train one mile—												
79	Per passenger mile	1st half and "	0.77 0.77	0.77 0.77	1.01 1.01	1.01 1.01	0.55 0.55	1.01 1.11	1.15 1.15	1.21 1.21	1.07 1.07	0.80 0.77
80	Other traffic per ton	1st half and "	6.00 5.11	30.11 30.11	10.71 10.71	10.71 10.71	0.01 0.01	6.00 7.41	11.00 7.01	11.00 16.01	10.97 15.11	7.17 11.38
81	Average profit on working a coaching train one mile	1st half and "	2.11 2.11	1.11 1.11	2.10 2.10	2.16 2.16	0.80 0.80	1.11 1.01	1.11 1.27	1.25 0.73	1.12 1.11	2.43 2.23
82	1st class	1st half and "	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11
83	2nd "	1st half and "	6.40 6.41	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11
84	3rd or intermediate class	1st half and "	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11
85	4th or lowest intermediate class	1st half and "	41.11 41.11	31.11 31.11	4.11 4.11	34.11 34.11	0.11 0.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11
86	Other vehicles	1st half and "	4.11 6.11	1.11 1.11	0.11 0.11	2.11 2.11	0.11 0.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11	1.11 1.11

* Third class by mail trains.

† Third class by other than mail trains.

DIX 46—contd.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3 32"														Garra	Serial number.
11 (a) to (c)	12 (b) to (d)	14	16	17 (e) to (f)	18 (g) to (h)	19	20	21 (i) to (j)	22	23	24	Class No.			
Madras.	Eastern Bengal.	Azam-Bengal.	Bengal and North-Western.	Kohli-kund and Kumaon.	Rajputana-Malwa.	Jodhpur-Sikhar.	Uchaper-Chitor.	Bhav-nagar-Gumti-Junagadh-Portland.	Hydrabad-Gowari Valley.	Southern Mahratta.	South Indian.	Burma.	Class No.		
16,000 15,400	7,305 7,400	1,074 2,430	13,471 13,850	2,444 2,003	17,401 17,791	2,285 2,100	205 218	3,116 3,200	5,700 5,800	6,000 6,100	8,700 8,800	9,000 9,100	1st half 2nd "	61	
20,012 27,014	6,470 7,207	3,276 4,251	14,960 20,700	1,586 2,100	16,505 19,401	2,110 1,204	200 511	5,814 5,200	7,000 7,300	11,100 11,000	15,000 14,000	1,000 1,000	1st half 2nd "		62
18,041 12,001	21,000 16,700	2,404 4,511	27,756 31,120	2,171 4,331	20,900 21,012	...	6,6 647	3,470 3,470	...	...	...	...	1st half 2nd "	63	
45,402 47,173	15,804 1,05,300	72,651 74,714	157,012 37,012	54,400 5,100	57,100 58,600	6,100 5,100	1,100 6,300	57,800 5,000	7,167 7,100	27,011 2,100	9,100 3,014	11,000 11,000	1st half 2nd "		64
7,142 4,800	4,100 3,405	2,310 738	784 730	400 572	8,411 6,111	1,500 2,100	16 1	400 410	1,000 900	1,772 2,400	5,200 5,130	3,000 3,000	1st half 2nd "	65	
11,71 11,25	5,70 5,47	6,91 4,95	2,06 2,07	5,10 6,28	3,50 4,74	2,100 5,100	6,61 6,40	3,75 4,77	7,20 3,47	12,1 11,51	8,00 8,00	8,80 9,00	1st half 2nd "		66
22,20 26,20	21,08 20,00	8,10 7,37	4,10 4,01	4,50 37,10	20,04 16,50	20,02 21,04	1,00 10,00	21,06 10,00	16,07 16,00	21,21 21,70	17,61 13,10	23,15 10,12	1st half 2nd "	67	
5,07 7,27	2,000 3,077	4,75 2,10	2,08 8,14	11,50 11,41	40,51 45,14	...	9,00	31,78 26,00	...	...	...	...	1st half 2nd "		68
41,43 43,01	51,41 49,41	50,00 30,87	46,00 4,01	47,21 43,11	50,57 49,71	46,50 40,00	50,05 40,00	50,00 40,00	41,45 40,00	45,07 40,00	50,00 50,00	51,00 40,00	1st half 2nd "	69	
29,40 30,11	11,40 14,44	6,40 23,02	66,65 6,43	31,25 2,04	30,20 30,00	16,17 10,20	11,16 10,00	30,70 3,313	12,11 10,00	40,00 10,00	11,00 10,00	11,00 10,00	1st half 2nd "		70
15,049 11,000	6,103 5,011	2,404 1,000	10,700 11,000	1,507 1,000	20,714 20,100	2,100 2,100	2,100 2,100	2,100 2,100	2,100 2,100	2,100 2,100	2,100 2,100	2,100 2,100	1st half 2nd "	71	
10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	1st half 2nd "		72
212,406 20,231	71,122 6,123	23,001 31,000	112,500 11,000	10,715 10,000	177,011 18,000	20,121 10,000	3,012 2,000	24,000 2,000	2,100 10,000	10,000 10,000	11,000 10,000	12,000 10,000	1st half 2nd "	73	
14,17 14,17	11,00 11,00	17,00 11,00	11,20 1,00	11,00 11,00	10,11 1,00	11,32 1,00	21,00 10,00	14,11 10,00	10,00 10,00	11,00 11,00	10,00 10,00	10,00 10,00	1st half 2nd "		74
16,000 18,000	14,112 10,000	10,100 1,000	15,000 144,01	124,10 1,000	18,10 1,000	11,007 10,000	20,10 10,000	11,000 10,000	10,000 10,000	14,11 10,000	10,000 10,000	10,000 10,000	1st half 2nd "	75	
20,000 10,000	12,739 13,112	21,715 10,000	1,000 157,41	1,000 1,000	16,744 17,100	10,000 10,000	21,41 21,000	15,74 13,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	1st half 2nd "		76
1,12 1,11	1,22 1,00	2,40 2,20	0,87 0,01	0,07 1,41	1,10 1,40	1,41 1,20	2,61 1,17	1,71 1,00	1,27 1,00	1,17 1,00	1,00 1,00	1,00 1,00	1st half 2nd "	77	
16,02 10,00	11,41 10,83	10,00 1,00	8,20 9,00	11,00 14,00	9,00 12,51	10,44 10,00	22,87 22,00	17,03 10,00	14,17 21,00	16,00 10,00	1,00 1,00	1,00 1,00	1st half 2nd "		78
0,07 0,01	1,04 1,00	1,00 2,10	0,74 0,86	0,85 1,27	0,70 0,01	1,00 1,00	1,55 1,55	1,18 1,00	0,00 1,00	1,00 1,00	0,00 1,00	0,00 1,00	1st half 2nd "	79	
11,00 10,00	22,01 23,17	5,10 5,07	5,17 5,07	11,04 1,00	5,00 1,00	15,00 1,00	7,14 7,12	10,07 10,00	16,51 10,00	14,00 10,00	41,61 10,00	1,00 1,00	1st half 2nd "		80
1,00 1,00	1,00 1,00	2,20 0,00	1,51 1,35	2,00 1,12	2,00 1,00	0,00 1,00	1,24 1,12	2,00 1,11	1,00 1,00	1,00 1,00	1,00 1,00	1,00 1,00	1st half 2nd "	81	
1,40 1,00	3,42 3,17	11,00 14,15	1,71 6,10	4,11 5,00	2,25 5,10	12,16 12,10	3,00 3,00	10,00 10,00	7,17 10,00	5,00 10,00	3,00 10,00	3,00 10,00	1st half 2nd "		82
5,00 5,24	3,00 1,70	2,00 1,20	4,00 5,00	23,11 17,00	4,41 1,00	3,00 2,00	3,41 3,00	2,10 3,00	1,11 3,00	1,11 3,00	1,11 3,00	1,11 3,00	1st half 2nd "	83	
6,00 2,47	0,73 3,73	1,00 1,00	2,00 3,73	1,00 3,73	2,00 3,73	1,00 3,73	1,00 3,73	1,00 3,73	1,00 3,73	1,00 3,73	1,00 3,73	1,00 3,73	1st half 2nd "		84
35,78 34,64	28,60 25,16	31,43 21,03	11,30 18,00	25,14 17,20	21,00 19,54	12,00 18,10	12,00 13,01	20,00 20,00	20,00 20,00	20,00 20,00	20,00 20,00	20,00 20,00	1st half 2nd "	85	
34,00 44,41	14,51 26,00	3,00 7,00	6,17 5,00	8,00 6,00	40,24 34,51	20,00 21,00	21,00 14,20	40,48 37,00	20,07 17,00	3,00 1,00	0,00 0,00	15,40 15,40	1st half 2nd "		86

Analysis of working of each railway

NOTE.—These stations are not

Serial number.	PARTICULARS.	GAUGE Class No.	5' 6"									
			1	3(a).	3	4(a)	4 (b)	6	7	8(a) to (c)	9(a) to (f)	10 (a' & b')
			1st Indian	Eastern Bengal	Bengal Central	Bengal Nagpur	Kanpur Dhampur (2 & 6')	Oudh and K. Shil- khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
COACHING TRAFFIC—continued												
Cost of Working and Profit—continued												
Average profit on working a coaching unit one mile—												
87	Per passenger unit	Per cent	1st half 1.04 2nd .. 1.04	1st half 1.18 2nd .. 1.12	1st half 2.01 2nd .. 2.00	1st half 1.48 2nd .. 1.43	1st half 1.19 2nd .. 1.02	1st half 1.61 2nd .. 1.51	1st half 1.24 2nd .. 1.27	1st half 1.12 2nd .. 0.97	1st half 1.40 2nd .. 1.01	1st half 1.52 2nd .. 1.52
88	Other traffic per ton	"	1st half 23.66 2nd .. 24.11	1st half 19.31 2nd .. 16.75	1st half 20.08 2nd .. 15.11	1st half 24.01 2nd .. 21.51	1st half 20.35 2nd .. 16.74	1st half 33.74 2nd .. 32.10	1st half 21.11 2nd .. 25.08	1st half 21.07 2nd .. 19.71	1st half 19.00 2nd .. 14.30	1st half 26.79 2nd .. 36.68
GOODS TRAFFIC—continued												
GROSS RECEIPTS AND TRAIN MILEAGE—continued												
(In thousands)												
89	Receipts from goods traffic	Rs.	1st half 25,084 2nd .. 24,414	1st half 18,961 2nd .. 19,007	1st half 1,118 2nd .. 1,003	1st half 37,044 2nd .. 1,003	1st half 30 2nd .. 21	1st half 36,92 2nd .. 20,46	1st half 1,50,82 2nd .. 1,44,41	1st half 2,46,56 2nd .. 1,44,00	1st half 72,15 2nd .. 41,04	1st half 17,76 2nd .. 15.11
90	Goods train-mile run	No.	1st half 51.75 2nd .. 4.75	1st half 5.02 2nd .. 5.00	1st half 1.02 2nd .. 1.04	1st half 1.02 2nd .. 3.72	1st half 1.12 2nd .. 0.21	1st half 5.29 2nd .. 1.77	1st half 0.151 2nd .. 4.27	1st half 3.073 2nd .. 5.52	1st half 4.42 2nd .. 8.87	1st half 3.50 2nd .. 4.46
91	Average goods receipts per train-mile	Rs.	1st half 4.53 2nd .. 4.53	1st half 0.47 2nd .. 0.47	1st half 2.72 2nd .. 2.72	1st half 3.01 2nd .. 3.01	1st half 0.20 2nd .. 0.20	1st half 5.17 2nd .. 5.17	1st half 4.31 2nd .. 4.31	1st half 4.72 2nd .. 4.72	1st half 8.87 2nd .. 8.87	1st half 4.46 2nd .. 4.46
UNITS AND UNIT-MILEAGE—continued												
(In thousands)												
92	Tons of goods carried one mile		1st half 1,008,100 2nd .. 1,008,100	1st half 51,002 2nd .. 51,002	1st half 3,361 2nd .. 3,361	1st half 1,00,000 2nd .. 1,00,000	1st half 704 2nd .. 704	1st half 1,12,160 2nd .. 1,12,160	1st half 5,00,202 2nd .. 5,00,202	1st half 6,41,051 2nd .. 6,41,051	1st half 1,04,063 2nd .. 1,04,063	1st half 57,772 2nd .. 42,258
93	Average sum received for carrying a ton one mile	Per cent	1st half 4.53 2nd .. 4.75	1st half 0.95 2nd .. 0.95	1st half 7.14 2nd .. 7.14	1st half 5.00 2nd .. 5.00	1st half 7.75 2nd .. 5.29	1st half 5.15 2nd .. 4.15	1st half 4.18 2nd .. 4.18	1st half 6.72 2nd .. 6.72	1st half 7.11 2nd .. 7.11	1st half 5.00 2nd .. 5.00
94	Average number of tons in train	Tons	1st half 201.90 2nd .. 201.90	1st half 1,01.42 2nd .. 1,01.42	1st half 5.12 2nd .. 5.12	1st half 120.01 2nd .. 120.01	1st half 2.4 2nd .. 2.4	1st half 15.11 2nd .. 15.11	1st half 15.11 2nd .. 15.11	1st half 15.11 2nd .. 15.11	1st half 15.11 2nd .. 15.11	1st half 15.11 2nd .. 15.11
VEHICLES AND VEHICLE-MILEAGE—continued												
Number of good vehicles hauled one mile—												
(In thousands)												
95	Loaded	1st half 2nd ..	10,111 9,700	8,496 11,111	1,111 1,111	18,701 1,111	1,111 1,111	10,111 10,111	61,600 61,600	7,427 7,427	21,015 14,288	5,608 4,714
96	Empty	1st half 2nd ..	4,111 4,111	1,111 1,111	1,111 1,111	1,111 1,111	1,111 1,111	1,111 1,111	1,111 1,111	1,111 1,111	1,111 1,111	1,111 1,111
97	Brake-vans	1st half 2nd ..	4,111 4,111	1,111 1,111	1,111 1,111	1,111 1,111	1,111 1,111	1,111 1,111	1,111 1,111	1,111 1,111	1,111 1,111	1,111 1,111
98	Total	1st half 2nd ..	14,222 13,811	9,607 12,222	2,222 2,222	19,812 2,222	2,222 2,222	11,222 11,222	62,711 62,711	8,538 8,538	22,126 15,399	6,719 5,82

DIX 46—contd.

Appendix 46.
Analysis.

(by systems) during each half-year of 1901—contd.
prepared by the railways not shown.

3' 31"														GAUGE.	Total number.
11 (a) to (r)	12 (b) to (d)	13	14	15 (e) to (h)	16 (i) to (j)	17	18	19	20	21 (c)	22	23	24	Class No.	
Madras.	Eastern Bengal.	Azam- Bengal.	Bengal and North- Western.	Rohil- khand and Kumaon.	Raj- putana- Malwa	Jalhpur- Bikaner.	Udaipur- Chitor.	Lihav- nagar Gomati- Jungad- Pohlandu.	Hydera- bad- Godavari Valley	Southern Maharatta	South Indian.	Burma.	Calendar year 1901 by half- years.		
1'47 1'30 26 57 25 60	1 59 1 37 26 45 26 00	1 55 1 01 —7' 30 —15 30	1'28 1'01 38 57 31' 30	1'62 1 31 40 26 51' 00	1 42 1' 00 21' 20 23 00	0'71 1 11 17' 31 16 11	0 19 0 50 20 15 24 05	1 54 1 01 13 74 27 07	1'20 0 05 27 82 20 01	0'82 0 40 30' 34 24 00	1 31 1 27 2' 55 1 7	1 06 1 54 21 33 21 35	1st half 2nd 1st half 2nd	87 88	
50,001 4 11 1,200 1,000 3 05 3'01	17,60 2,202 6 37 65 2'78 3'15	4,07 4,071 102 175 2'21 4 71	2,331 1 11 901 7'01 3 25 2 30	5,41 3,07 181 145 3 00 1 54	1,14,13 7,022 2,000 1,000 4 00 1 15	4,11 1 00 2,00 2 11 3 11 1 51	61 40 12 12 5 18 4'08	5,13 2,77 121 85 4 21 1 25	5,03 4,04 247 2,11 2,40 2,00	27,20 2,00 1,000 8'00 2 00 2 15	28,21 24 11 750 8'27 3 00 2 07	35,36 2,000 1,150 1,000 3 00 2 51	1st half 2nd 1st half 2nd 1st half 2nd	89 90 91 92	
155,120 151,010 6'20 5 00 122' 7 110 54	40,757 45,000 6 23 9 00 64 01 6 11	14,611 12,276 5 15 6 7 60 11 21' 1	67,181 67,000 5 17 5 11 105 00 20' 7	11,011 10,000 7 12 1 11 77' 17 71 1	35,107 10,000 0 11 0 10 1,6 01 130 7	14,226 1,000 1 00 7 25 05 04 10 1	827 800 11 00 11 11 2 00 67 00	1,85 5,007 11 11 10 11 7 01 50' 11	11,154 10,000 2 00 6 00 4 12 45 11	26,000 5,000 6 00 6 11 75 00 10 15	50,800 50,000 8 00 7 11 62 00 24' 55	10,000 1,000 7 00 1 00 81 04 1 11	1st half 2nd 1st half 2nd 1st half 2nd	93 94 95 96	
2,49,000 1,000 6,145 9,000 4,000 4,011	11,146 10,000 2,000 1,000 6,000 7 00	2,620 2,000 1,000 1,000 2 14 1 00	1,000 1,000 5,000 1,000 1,146 1,000	2,501 1,000 1,000 1,000 40 100	6,007 4,000 1,000 1,000 1,000 11 00	2 53 1 00 1 00 1 00 1 00 2 0	177 100 135 1 11 1 11 1 11	2,41 1,00 1,00 1,00 71 11	1,343 2 10 1,00 1,00 411 11	17,292 1,000 5,000 1,00 1,00 1,00	11,007 1,000 1,00 1,00 401 1,00	21,115 1,00 1,00 1,00 1,00 1,00	1st half 2nd 1st half 2nd 1st half 2nd	97 98 99 100	
34,010 1,000	14,000 1,000	4,774 4 11	2,027 1,000	4,000 1 00	6,100 6,000	4,001 5 10	312 200	3,247 2 27	4,000 4,000	24,115 10,000	15,000 10,000	3,000 1,000	1st half 2nd	101 102	
21'06 21 04 3'16 3 25	21 70 21 00 1 07 1'11	22'70 22 05 1 40 1 51	25 31 25 11 1 27 1 31	23 55 21 01 1 31 1 10	31' 11 30 11 1 00 0 11	20 00 1 11 0 27 0 20	20 16 21 20 0 11 0 11	26 16 26 11 0 11 0 11	11 12 10 10 1 12 1 12	22 47 21 07 1 25 1 2	20 00 1 11 0 11 0 11	20 01 1 11 1 20 1 11	1st half 2nd 1st half 2nd	103 104 105 106	
20'82 27 20	22 77 22 52	21'71 24 11	20 55 20 17	24 15 1 11	32 50 31 40	20 27 21'72	20 46 21 20	20 74 20 11	12 50 10 11	23 15 22 11	20 11 19 50	20 21 21 37	1st half 2nd	107 108	
32'05 29'10	24'57 21 25	19'18 20 11	24 02 1 71	24 71 20 11	24 74 20 00	21 75 25'20	37 18 27 01	11'01 21 25	20 15 20 21	22 06 22 11	20 11 20 11	22 70 20 31	1st half 2nd	109 110	
388,301 407,000	91,211 94,000	39,173 30,000	156,145 130,000	30,000 20,000	712,700 421,000	30,708 17,000	2,272 2,112	19,008 13,000	41,000 20,000	15,000 12,000	0 100 10,000	20,111 10 11	1st half 2nd	111 112	
39 01 37 10	41 04 40 10	39 15 41 70	52 42 42 00	1 71 20 30	47'71 50 00	40 30 39 20	10 10 37 20	40 14 30 00	27 48 21 11	40 00 40 11	51 02 50 11	40 24 40 30	1st half 2nd	113 114	
5'17 4 57	3 15 3 13	3 40 4 00	4 77 3'42	3 24 3'17	4 00 4 15	3'43 3 25	2'01 2 75	2 70 2 22	2 57 2 51	1 70 3 13	3 15 2 02	3'22 2 00	1st half 2nd	115 116	
7'44 6 07	3'46 4 08	5'00 5 07	5 73 5 08	4 04 4 00	5'03 5'70	5 17 5 02	4 00 1 01	3'00 1 15	1 15 4 15	4'43 4 21	4 15 5 00	4 16 4 11	1st half 2nd	117 118	
155 100 151,010 327,000 341,100	40,756 45,000 8,000 70,774	14 60 1,000 3,108 2,000	67,181 67,000 117,470 100,000	11,001 10,000 20,000 15,000	35,107 10,000 415,104 207,000	14,226 10,000 22,000 20,000	8,207 8,000 1,571 1,511	8 50 8,000 1,000 10,000	11,451 10,000 20,000 20,000	76,500 60,000 1,000 10,000	50,800 50,000 20,000 10,000	96,200 71,000 1,000 12,000	1st half 2nd 1st half 2nd	119 120 121 122	
483,122 402,210	127,827 123,000	38,007 38,000	115,160 107,734	34,877 20,175	772,001 530,521	36,787 45,072	2,400 2,317	24,044 15,000	20,516 33 500	20,104 14,000	127,000 115,200	20,000 20,315	1st half 2nd	123 124	

Appendix 46. Analysis.

APPEN

Anal, sis of working of each railway

Note.—These statistics are not

Serial number.	PARTICULARS.	CLASS No.	5' 6"									
			1	2(a)	3	4(a)	4(4)	6	7	8 (a) to (c)	9 (a) to (f)	10 (a) & (b)
			East Indian.	Eastern Bengal	Bengal Central.	Bengal Nagpur	Rupur Dham-tiri (C. I. P.)	Oudh and Rohil-khand	North Western.	Great Indian Peninsula	Bombay, Baroda and Central India	The Nizam's Guaranteed State.
	GOODS TRAFFIC—contd.											
	WEIGHT OF TRAIN AND TON-MILEAGE—contd.											
	Average weight of a goods train—											
110	Locomotive	1st half	201 7/8	141 3/4	78 1/2	121 1/2	7 5/8	135 7/8	158 1/8	170 1/2	260 6/7	140 4/7
111	Dead weight	2nd half	11 1/2	2 1/2	17 1/2	2 1/2	11 1/2	17 1/2	2 1/2	2 1/2	31 1/2	24 1/2
112	Total	1st half	41 1/2	41 1/2	21 1/2	121 1/2	21 1/2	372 1/8	410 1/2	47 1/2	600 1/2	400 1/2
		2nd half	11 1/2	2 1/2	17 1/2	2 1/2	11 1/2	17 1/2	2 1/2	2 1/2	31 1/2	24 1/2
	Cost of Working and Profit.											
113	Average cost of haulage a ton of goods one mile	1st half	1 1/2	1 1/2	1 1/2	2 1/2	1 1/2	1 1/2	2 1/2	2 1/2	1 1/2	1 1/2
114	Average cost of haulage a ton of goods one mile	2nd half	1 1/2	1 1/2	1 1/2	2 1/2	1 1/2	1 1/2	2 1/2	2 1/2	1 1/2	1 1/2
115	Average cost of haulage a ton of goods one mile	1st half	1 1/2	1 1/2	1 1/2	2 1/2	1 1/2	1 1/2	2 1/2	2 1/2	1 1/2	1 1/2
116	Average cost of haulage a ton of goods one mile	2nd half	1 1/2	1 1/2	1 1/2	2 1/2	1 1/2	1 1/2	2 1/2	2 1/2	1 1/2	1 1/2
117	Average cost of haulage a ton of goods one mile	1st half	1 1/2	1 1/2	1 1/2	2 1/2	1 1/2	1 1/2	2 1/2	2 1/2	1 1/2	1 1/2
118	Average cost of haulage a ton of goods one mile	2nd half	1 1/2	1 1/2	1 1/2	2 1/2	1 1/2	1 1/2	2 1/2	2 1/2	1 1/2	1 1/2
119	Average cost of haulage a ton of goods one mile	1st half	1 1/2	1 1/2	1 1/2	2 1/2	1 1/2	1 1/2	2 1/2	2 1/2	1 1/2	1 1/2
120	Average cost of haulage a ton of goods one mile	2nd half	1 1/2	1 1/2	1 1/2	2 1/2	1 1/2	1 1/2	2 1/2	2 1/2	1 1/2	1 1/2
121	Average cost of haulage a ton of goods one mile	1st half	1 1/2	1 1/2	1 1/2	2 1/2	1 1/2	1 1/2	2 1/2	2 1/2	1 1/2	1 1/2
122	Average cost of haulage a ton of goods one mile	2nd half	1 1/2	1 1/2	1 1/2	2 1/2	1 1/2	1 1/2	2 1/2	2 1/2	1 1/2	1 1/2
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE											
	Percentage on Total Earnings—											
123	Locomotive traffic	1st half	20 1/8	41 1/2	51 1/2	41 1/2	7 1/2	11 1/2	31 1/2	2 1/2	30 1/2	20 1/2
124	Goods traffic	2nd half	60 1/2	40 1/2	17 1/2	11 1/2	62 1/2	72 1/2	61 1/2	77 1/2	67 1/2	76 1/2
125	Passenger traffic	1st half	1 1/2	7 1/2	13 1/2	4 1/2	4 1/2	7 1/2	2 1/2	11 1/2	1 1/2	2 1/2
126	Locomotive expenses	2nd half	1 1/2	4 1/2	13 1/2	4 1/2	4 1/2	7 1/2	2 1/2	11 1/2	1 1/2	2 1/2
127	Carriage and wagon expenses	1st half	1 1/2	4 1/2	13 1/2	4 1/2	4 1/2	7 1/2	2 1/2	11 1/2	1 1/2	2 1/2
128	Traffic expenses	2nd half	1 1/2	4 1/2	13 1/2	4 1/2	4 1/2	7 1/2	2 1/2	11 1/2	1 1/2	2 1/2
129	General charges	1st half	1 1/2	4 1/2	13 1/2	4 1/2	4 1/2	7 1/2	2 1/2	11 1/2	1 1/2	2 1/2
130	Miscellaneous expenses	2nd half	1 1/2	4 1/2	13 1/2	4 1/2	4 1/2	7 1/2	2 1/2	11 1/2	1 1/2	2 1/2
131	Steam-boat expenses	1st half	1 1/2	4 1/2	13 1/2	4 1/2	4 1/2	7 1/2	2 1/2	11 1/2	1 1/2	2 1/2
132	TOTAL WORKING EXPENSES	2nd half	34 1/2	57 1/2	58 1/2	47 1/2	51 1/2	42 1/2	51 1/2	41 1/2	30 1/2	36 1/2

DIX 46—contd.

by systems) during each half-year of 1901—contd.

repaired by the railways not shown.

3rd														Gauge.	Serial number.
11(a) to (c)	12 (b) to (d)	13	14	15 (a) & (b)	16 (a) & (b)	17	18	19	20	21	22	23	24	(L) to (N)	
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North West in.	Rohilkhand and Kumaon.	Rajputana Marwar.	Bihar-Bihar.	Udampur-Chitaur.	Bihar-Bihar.	Hyderabad Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	(L) to (N)		
122 37	64 01	50 71	1 7 07	72 17	12 11	7 11	70 01	72 11	46 11	75 71	6 11	2 11	1st half	110	
110 14	10 11	91 11	1 11	1 11	1 11	1 11	7 11	12 11	1 11	1 11	1 11	1 11	1st half	111	
250 11	10 71	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	112	
6 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	113	
301 01	2 0 71	21 11	1 11	1 11	2 11	1 11	177 11	1 11	1 11	1 11	1 11	1 11	1st half	114	
10 11	10 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	115	
2 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	116	
2 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	117	
17 11	1 11	20 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	118	
10 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	119	
5 11	4 11	5 11	5 11	5 11	5 11	5 11	5 11	5 11	5 11	5 11	5 11	5 11	1st half	120	
5 11	5 11	5 11	5 11	5 11	5 11	5 11	5 11	5 11	5 11	5 11	5 11	5 11	1st half	121	
7 11	7 11	13 11	5 11	7 11	4 11	7 11	1 11	11 11	6 11	7 11	7 11	7 11	1st half	122	
7 11	7 11	1 11	7 11	7 11	7 11	7 11	7 11	7 11	7 11	7 11	7 11	7 11	1st half	123	
15 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	124	
1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	125	
11 71	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	126	
1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	127	
2 05	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	128	
2 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	129	
37 11	40 11	15 11	3 11	40 11	24 11	42 11	40 11	5 11	37 11	37 11	52 11	44 11	1st half	130	
37 11	37 11	37 11	37 11	37 11	37 11	37 11	37 11	37 11	37 11	37 11	37 11	37 11	1st half	131	
60 11	50 11	37 11	54 11	51 11	1 11	35 11	52 11	40 11	55 11	61 11	44 11	53 11	1st half	132	
50 11	50 11	17 11	11 11	11 11	11 11	11 11	11 11	11 11	11 11	11 11	11 11	11 11	1st half	133	
2 01	1 41	7 11	5 11	5 11	1 11	2 11	0 11	1 11	1 11	1 11	2 11	1 11	1st half	134	
2 11	2 11	0 11	0 11	0 11	0 11	0 11	0 11	0 11	0 11	0 11	0 11	0 11	1st half	135	
1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	136	
100 11	100 11	100 11	100 11	100 11	100 11	100 11	100 11	100 11	100 11	100 11	100 11	100 11	1st half	137	
100 11	100 11	100 11	100 11	100 11	100 11	100 11	100 11	100 11	100 11	100 11	100 11	100 11	1st half	138	
8 05	11 11	24 11	10 11	8 11	10 11	2 11	12 11	11 11	13 11	16 11	8 11	12 11	1st half	139	
11 11	11 11	11 11	11 11	11 11	11 11	11 11	11 11	11 11	11 11	11 11	11 11	11 11	1st half	140	
22 43	11 11	14 11	0 11	10 11	15 11	2 11	17 11	14 11	14 11	20 11	16 11	10 11	1st half	141	
10 07	11 11	14 11	10 11	1 11	19 11	10 11	10 11	10 11	10 11	10 11	10 11	10 11	1st half	142	
3 81	5 11	4 11	2 11	3 11	5 11	2 11	7 11	2 11	1 11	6 11	4 11	4 11	1st half	143	
4 70	3 11	4 11	2 11	2 11	6 11	2 11	6 11	2 11	2 11	7 11	3 11	4 11	1st half	144	
7 71	10 11	12 11	7 11	7 11	5 11	6 11	8 11	8 11	8 11	10 11	7 11	8 11	1st half	145	
8 30	8 11	11 11	9 11	9 11	7 11	5 11	9 11	11 11	11 11	11 11	11 11	11 11	1st half	146	
4 73	4 11	10 11	5 11	8 11	3 11	4 11	8 11	0 11	7 11	0 11	6 11	5 11	1st half	147	
3 04	4 11	10 11	6 11	10 11	4 11	4 11	7 11	1 11	12 11	17 11	6 11	7 11	1st half	148	
2 31	1 11	1 11	1 11	0 11	1 11	1 11	1 11	1 11	0 11	1 11	1 11	0 11	1st half	149	
1 10	1 11	2 11	2 11	0 11	0 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1st half	150	
5 11	5 11	0 11	0 11	0 11	0 11	0 11	0 11	0 11	0 11	0 11	0 11	0 11	1st half	151	
46 05	51 11	7 11	40 11	38 11	42 11	57 11	57 11	40 11	45 11	64 11	44 11	52 11	1st half	152	
52 41	46 11	61 11	40 11	38 11	42 11	57 11	57 11	40 11	45 11	64 11	44 11	52 11	1st half	153	

Appendix 46. Analysis.

APPEN Analysis of working of each railway

NOTE.—These statistics are no

Serial number.	PARTICULARS	Class No.	5 6'									
			1	2 (a).	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) & (b).
			East Indian	Eastern Bengal.	Bengal Central	Bengal Nagpur	Rajput- Dum- 141 141	Udadh and Kishikhand.	North Western	Great Indian Peninsula	Rombay, Harada and Central India.	The Nizam's Guaranteed State.
	PER MILE OF LINE MAINTAINED	Calendar year 1901 by half years										
131 a	General superintendence (including office expenses) Rs.	1st half and ..	211'35 201'07	801'84 222'10	115'12 101'13	106'37 100'18	36'44 31'67	131'63 121'15	130'61 113'10	121'26 121'07	162'00 143'45	142'84 125'23
132 a	Maintenance and renewal of permanent-way	1st half and ..	868'67 870'35	1'531'34 507'43	496'09 511'01	301'41 277'03	100'07 101'03	321'45 358'81	240'60 354'20	420'60 407'12	861'25 497'89	288'39 513'47
133 a	Repairs of bridges, &c.	1st half and ..	61'16 73'17	33'1 302'28	37'8 21'1	67'53 120'27	.. 6'17	68'21 103'77	50'31 85'29	97'41 97'31	376'45 168'12	33'59 39'60
134 a	Conservancy of rivers	1st half and ..	.. ..	.. ..	0'16 2'41	.. ..	.. ..	.. ..	31'09 3'24	.. ..	.. ..	.. 0'99
135 a	Repairs of stations and buildings	1st half and ..	277'02 309'36	224'48 324'23	81'81 71'57	70'31 51'11	104'10 107'08	50'74 80'01	50'74 95'10	81'58 71'00	111'34 90'11	19'80 60'73
136 a	Other charges (net)	1st half and ..	170'51 118'95	107'79 142'70	—7'95 10'19	—6'00 32'00	3'03 6'03	5'4'16 12'00	120'13 72'00	35'00 63'75	81'27 71'21	01'38 —309'9
137 a	Total maintenance &c.	1st half and ..	1,600'01 1,541'96	2,181'21 1,381'66	714'80 512'72	441'91 210'19	141'03 101'15	6,2720 207'96	6,0111 757'72	8,17'03 7,11'32	9,06'40 9,17'15	506'00 340'73
	PER MILE OF TRACK, INCLUDING SIDINGS											
131 b	General superintendence (including office expenses) Rs.	1st half and ..	138'00 112'75	172'47 140'97	95'6 90'56	66'11 12'65	14'25 30'73	113'56 116'10	104'07 110'27	90'14 101'11	113'30 101'73	128'35 112'44
132 b	Maintenance and renewal of permanent-way	1st half and ..	267'56 378'92	800'18 271'36	461'87 433'09	211'01 131'14	94'48 62'15	240'23 314'00	101'28 201'00	151'16 201'55	601'17 349'17	250'15 411'32
133 b	Repairs of bridges, &c.	1st half and ..	11'00 44'70	17'13 101'51	11'30 12'06	60'20 107'54	3'20 5'20	5'01 143'77	40'71 67'61	72'72 72'01	—22'62 1'1	45'16 35'55
134 b	Conservancy of rivers	1st half and ..	.. ..	.. ..	0'13 1'00	.. ..	.. ..	3'45 3'11	21'20 4'11	.. ..	.. ..	.. 0'11
135 b	Repairs of stations and buildings	1st half and ..	190'03 204'10	112'51 215'14	70'47 50'1	70'6 47'44	1'40 10'01	61'54 75'50	51'40 70'31	62'41 70'00	—4'11 67'5	17'00 54'3
136 b	Other charges (net)	1st half and ..	1'36 1'36	1'12 1'2	—7'12 1'4	23'4 45'0	3'0 6'0	4'0 53'1	101'0 15'0	4'13 1'0	62'14 40'02	80'10 —35'05
137 b	Total maintenance, &c.	1st half and ..	1,040'00 1,112'62	1,111'11 2,011'1	507'11 61	184'51 51'44	131'13 140'05	1,17'72 70'00	5,11'20 100'4	6,24'00 5'11	6,24'00 1,41'30	731'70 305'45
	PER TOTAL TRAIN-MILE											
131 c	General superintendence (including office expenses) Rs.	1st half and ..	0'81 0'81	1'31 1'01	1'00 1'01	1'31 1'31	0'40 1'11	1'10 1'17	1'00 1'00	0'73 0'71	1'31 1'01	1'51 1'46
132 c	Maintenance and renewal of permanent-way	1st half and ..	3'51 3'51	7'38 7'31	7'00 4'95	3'51 3'01	2'11 2'01	2'00 3'10	2'40 3'41	0'91 0'90	7'07 4'34	3'10 6'07
133 c	Repairs of bridges, &c.	1st half and ..	0'00 0'30	0'10 1'00	0'10 0'11	0'10 1'00	0'10 0'10	0'10 1'44	0'60 0'60	0'50 0'70	—2'60 1'05	0'40 0'47
134 c	Conservancy of rivers	1st half and ..	.. ..	.. ..	.. ..	.. ..	.. ..	0'04 0'04	0'31 0'10	.. ..	.. ..	.. 0'01
135 c	Repairs of stations and buildings	1st half and ..	1'00 1'4	1'00 1'45	1'00 0'00	1'00 0'10	0'04 0'01	0'04 0'70	0'00 0'20	0'1 0'1	0'08 0'14	0'22 0'72
136 c	Other charges (net)	1st half and ..	0'00 0'40	0'00 0'51	—0'00 0'00	0'00 0'00	0'00 0'4	0'00 0'55	1'00 0'70	0'1 0'10	0'71 0'00	0'08 —4'12
137 c	Total maintenance, &c.	1st half and ..	1'12 1'5	1'45 1'41	2'74 2'01	7'31 7'0	3'10 5'55	6'22 7'1	6'00 7'31	5'10 15'1	7'45 8'23	6'41 4'03
	PER TON-GROSS TON-MILES											
131 d	General superintendence (including office expenses) Rs.	1st half and ..	0'14 0'11	0'08 0'00	0'10 0'01	0'27 0'21	0'02 1'32	0'25 0'00	0'14 0'04	0'13 0'10	0'20 0'20	0'26 0'25
132 d	Maintenance and renewal of permanent-way	1st half and ..	0'50 0'52	1'40 0'41	1'52 1'00	0'60 0'70	2'26 4'30	0'60 0'67	0'20 0'20	0'53 0'10	1'00 0'15	0'51 1'03
133 d	Repairs of bridges, &c.	1st half and ..	0'00 0'07	0'03 0'03	0'10 0'04	0'17 0'23	0'05 0'05	0'1 0'31	1'11 0'15	0'11 0'14	—0'30 0'11	0'10 0'07
134 d	Conservancy of rivers	1st half and ..	.. ..	.. ..	0'01 ..	.. ..	.. ..	0'01 0'01	0'00 0'01	....	....	....
135 d	Repairs of stations and buildings	1st half and ..	1'18 0'00	0'22 0'00	0'27 0'14	0'20 0'13	0'00 0'00	0'10 0'10	0'10 0'10	0'10 0'10	0'14 0'17	0'04 0'10
136 d	Other charges (net)	1st half and ..	0'00 0'00	0'10 0'10	—0'00 0'00	0'07 0'14	0'00 0'14	0'10 0'10	0'23 0'14	0'00 0'00	0'11 0'12	0'15 —0'19
137 d	Total maintenance, &c.	1st half and ..	1'02 0'92	2'09 1'3	2'26 1'45	1'47 1'59	3'30 6'00	1'30 1'52	1'26 1'33	0'41 1'09	1'17 1'57	1'06 0'68

Appendix 46.
Analysis.

DIX 46—continued.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

J' 31"														Gauge.	Serial number.
11 (a) to (c)	12 (b) to (d)	14	16	17 (1) & (b)	18 (2) to (j)	18	19	20	20 (e)	21	23	24	Class: No.		
Madras.	Eastern Bengal.	Azam-Bengal.	Bengal and North-Western.	Rohilkhand and Kumaon.	Rajputana Malwa.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagadh-Porbandar.	Hyderabad-Godavari-Valley.	South-Mahratta.	South Indian.	Burma.	Calendar year 1901 by half-years		
WAY, WORKS AND STATIONS.															
138 93 141 98	106 34 107 76	125 37 126 13	107 76 91 03	62 47 69 73	104 11 106 27	16 84 19 19	47 77 48 89	63 16 69 43	103 84 122 07	83 64 81 14	111 05 113 62	100 37 112 85	1st half 2nd "	131a	
271 94 313 20	325 51 332 52	209 86 216 46	211 41 223 71	121 80 227 34	554 07 373 51	308 13 117 35	144 41 153 69	185 11 161 28	211 75 230 30	222 00 237 09	201 78 218 57	370 09 330 73	1st half 2nd "	132a	
80 73 02 61	34 38 30 18	46 68 57 19	44 53 42 93	54 28 34 86	125 44 57 10	4 55 5 30	3 47 1 42	8 00 13 18	12 95 05 68	38 58 50 90	24 14 30 79	100 80 61 41	1st half 2nd "	133a	
...	0 30 0 23	...	1 48 2 10	2 94 0 60	...	...	...	2 30 ...	...	...	...	3 71 1 71	1st half 2nd "	134a
48 15 67 88	60 83 73 50	65 51 65 09	52 18 38 31	23 12 30 03	71 03 72 71	4 53 1 60	5 52 16 07	15 46 20 96	9 01 22 37	30 14 42 53	21 58 26 72	40 10 63 73	1st half 2nd "	135a	
—48 86 84 45	42 50 51 49	13 08 16 39	76 67 81 06	22 75 21 45	57 37 53 71	12 47 9 64	8 19 9 35	10 74 12 28	27 48 52 07	37 19 33 50	17 89 21 54	61 30 62 99	1st half 2nd "	136a	
490 19 670 12	569 76 565 68	460 50 481 26	524 03 427 17	247 76 317 97	411 42 604 36	346 43 101 10	220 46 222 45	201 79 297 13	365 04 502 41	472 40 447 21	379 44 413 24	705 56 656 42	1st half 2nd "	137a	
116 60 118 14	91 32 92 17	109 98 110 32	94 15 82 49	55 96 62 16	101 12 102 8	16 13 16 91	45 16 40 73	57 32 63 40	95 40 112 56	75 65 72 43	98 92 102 97	94 40 97 67	1st half 2nd "	131b	
227 64 260 61	270 74 284 34	184 00 187 30	210 14 196 1	101 25 202 01	450 91 324 73	208 52 112 22	147 11 146 92	167 22 164 44	195 21 212 37	245 46 214 43	181 53 194 6	215 91 236 25	1st half 2nd "	132b	
67 75 52 10	29 52 25 81	40 5 50 11	19 13 37 6	48 21 31 01	102 11 75 15	4 41 5 16	3 12 1 36	7 25 11 95	11 44 60 36	14 44 40 11	21 51 27 42	14 60 55 17	1st half 2nd "	133b	
...	0 1 0 21	...	1 20 1 1	2 11 5 94	...	...	...	2 01 ...	...	...	...	3 20 1 46	1st half 2nd "	134b
40 41 50 46	54 21 62 31	57 47 50 12	41 60 33 6	20 5 3 10	62 41 6 13	4 10 9 21	5 16 15 36	14 02 19 02	9 12 29 85	27 26 36 47	19 22 23 80	42 14 55 16	1st half 2nd "	135b	
—41 1 70 27	31 49 44 04	11 44 14 32	66 01 71 1	20 22 19 11	40 79 47 42	1 10 9 25	8 50 5 91	17 00 11 13	25 57 45 0	31 01 14 10	15 14 10 19	51 45 51 52	1st half 2nd "	136b	
481 30 557 00	480 21 502 47	401 17 420 27	457 88 42 31	21 75 304 80	502 81 60 79	1 74 1 01	210 74 219 31	266 50 260 54	117 31 401 36	427 25 404 46	11 11 36 65	607 40 5 04	1st half 2nd "	137b	
1 30 1 33	1 08 1 03	3 17 3 45	1 12 1 13	0 50 0 31	0 74 1 04	0 10 0 54	2 01 2 02	1 61 2 00	1 67 2 01	1 6 1 34	1 20 1 21	1 00 1 20	1st half 2nd "	131c	
2 54 2 53	3 40 3 18	6 14 5 93	2 52 2 70	1 74 3 22	4 15 3 01	0 04 3 4	0 50 0 51	4 29 5 36	3 41 3 68	4 17 3 91	2 19 2 29	3 61 3 24	1st half 2nd "	132c	
0 75 0 59	0 37 0 29	1 36 1 36	0 46 0 52	0 77 0 49	0 5 0 4	0 17 0 15	0 14 0 05	0 21 0 31	0 21 1 11	0 58 0 64	0 26 0 32	1 00 0 15	1st half 2nd "	133c	
...	...	...	0 02 0 03	0 14 0 17	...	...	...	0 01 ...	...	...	...	0 04 0 02	1st half 2nd "	134c
0 45 0 63	0 61 0 71	1 09 1 78	0 54 0 46	0 33 0 54	0 54 0 67	0 13 0 16	0 24 0 60	0 41 0 62	0 54 0 66	0 46 0 70	0 21 0 28	0 44 0 66	1st half 2nd "	135c	
—0 46 0 79	0 43 0 49	0 30 0 46	0 50 1 04	0 32 0 31	0 41 0 52	0 37 0 41	0 19 0 36	0 51 0 36	0 44 0 66	0 46 0 58	0 19 0 24	0 63 0 67	1st half 2nd "	136c	
4 58 6 27	5 76 5 70	13 48 13 16	5 46 5 56	4 10 5 63	6 85 6 01	10 21 4 46	0 28 9 47	7 49 8 81	5 00 8 46	7 11 7 37	4 07 4 34	7 0 6 6	1st half 2nd "	137c	
0 27 0 28	0 37 0 39	1 06 1 04	0 15 0 30	0 31 0 39	0 20 0 27	0 18 0 18	0 59 0 62	0 58 0 79	0 58 0 75	0 43 0 49	0 44 0 41	0 34 0 41	1st half 2nd "	131d	
0 53 0 61	1 12 1 31	1 79 1 78	0 77 0 1	0 66 1 21	1 06 0 24	3 32 1 10	1 00 1 95	1 69 2 06	1 16 1 40	1 47 1 45	0 80 0 83	1 18 1 22	1st half 2nd "	132d	
0 16 0 12	0 12 0 11	0 40 0 47	0 14 0 18	0 20 0 20	0 24 0 2	0 05 0 05	0 04 0 01	0 07 0 15	0 07 0 39	0 20 0 31	0 10 0 12	0 25 0 23	1st half 2nd "	133d	
...	...	...	...	0 02 0 04	...	...	...	0 02 ...	...	...	...	0 01 0 01	1st half 2nd "	134d
0 10 0 13	0 21 0 27	0 36 0 53	0 17 0 16	0 12 0 21	0 13 0 18	0 05 0 03	0 08 0 20	0 14 0 23	0 05 0 20	0 16 0 25	0 08 0 10	0 16 0 23	1st half 2nd "	135d	
—0 10 0 17	0 15 0 19	0 11 0 14	0 15 0 34	0 12 0 18	0 11 0 13	0 13 0 09	0 11 0 11	0 18 0 14	0 16 0 33	0 19 0 21	0 07 0 07	0 20 0 23	1st half 2nd "	136d	
0 46 1 31	1 07 2 17	3 02 3 06	1 68 1 99	1 31 2 24	1 74 1 74	3 73 1 51	2 72 2 89	2 68 2 37	2 04 3 06	2 45 2 49	1 49 1 56	2 24 2 32	1st half 2nd "	137d	

Appendix 46. Analysis.

APPEN

Analysis of working of each railway

NOTE.—These Statistics are not

Serial number.	PARTICULARS.	GAUGE. Class. No. Calendar year 1st by half- years	5' 6".									
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (c)	9 (a) to (f)	10 (a) & (b).
			First Indian.	Eastern Bengal	Bengal Central	Bengal Nagpur	Rampur- Bham- tari (J. L.)	Oriss and Bil- khand.	North Western.	Central Indian Peninsula	Bombay, Baroda and Cen- tral India	The Nizam's Guaranteed State.
TABLE B.—LOCOMOTIVE												
	Average price of fuel per ton in terms of	1st half	1'83	2'12	6'18	3'71	5'10	10'16	14'40	10'77	19'97	4'95
		2nd "	1'61	7'00	6'16	1'75	2'60	9'51	13'90	...	...	4'66
	wood	1st half	...	...	...	...	...	...	...	...	...	...
		2nd "	...	...	...	...	...	...	...	...	...	...
PER 1000 TRAIN-MILE.												
138a	General superintendence including office expenses	1st half	0'56	0'67	0'68	0'87	0'45	0'94	0'66	0'57	1'01	0'91
		2nd "	0'59	0'56	0'56	0'91	0'51	0'51	0'73	0'88	1'08	0'79
139a	Running expenses	1st half	2'07	2'02	1'30	2'12	0'84	0'80	1'70	2'00	2'00	1'81
		2nd "	1'11	1'54	1'15	2'11	1'18	0'97	1'75	2'00	2'00	1'87
140a	Fuel	1st half	0'86	2'71	2'22	1'45	0'78	3'77	5'21	4'08	7'92	2'51
		2nd "	0'50	2'59	2'30	1'51	0'50	3'42	4'07	4'08	6'02	2'11
141a	Water	1st half	0'10	0'18	0'19	0'22	0'20	0'09	0'21	0'36	0'51	0'33
		2nd "	0'10	0'16	0'14	0'19	0'27	0'11	0'22	0'32	0'41	0'32
142a	Oil, tallow and other stores	1st half	0'16	0'11	0'27	0'40	0'17	0'26	0'17	0'42	0'58	0'33
		2nd "	0'37	0'10	0'20	0'53	...	0'25	0'17	0'13	0'17	0'34
143a	Maintenance and renewal of locomotives	1st half	1'85	1'75	2'60	1'51	0'55	1'21	3'41	3'14	2'80	1'76
		2nd "	2'13	5'59	1'61	1'91	0'85	1'22	2'81	4'11	3'91	2'15
144a	Maintenance and renewal of machinery, tools and plant	1st half	0'15	0'55	0'66	0'12	0'03	0'10	0'21	0'18	0'29	0'13
		2nd "	0'21	0'34	0'07	0'15	0'01	0'11	0'17	0'23	0'11	0'00
144a	Other charges (net)	1st half	0'38	0'17	0'11	1'46	0'24	1'12	0'05	1'13	1'03	0'67
		2nd "	1'10	0'20	0'10	1'45	1'25	1'00	1'20	2'11	1'01	0'71
145a	Total locomotive expenses	1st half	0'93	8'01	7'22	8'11	3'20	7'1	1'11	12'74	17'10	8'17
		2nd "	7'05	11'71	6'1	8'00	5'50	7'0	1'1	11'2	17'1	8'11
	Fuel consumed in terms of	1st half	6'55	53'74	0'71	5'47	21'11	4'05	4'05	51'06	51'49	17'07
		2nd "	6'55	53'74	0'71	5'47	21'11	4'05	4'05	51'06	51'49	17'07
	wood	1st half	...	...	...	...	...	...	...	...	...	...
		2nd "	...	...	...	...	...	...	...	...	...	...
PER ENGINE MILE.												
138b	General superintendence including office expenses	1st half	0'43	0'46	0'56	0'78	1'41	0'47	0'60	0'50	0'85	0'77
		2nd "	0'46	0'40	0'41	0'61	0'79	0'41	0'61	0'49	0'82	0'67
139b	Running expenses	1st half	1'60	1'41	1'06	1'00	0'82	0'66	1'51	2'11	2'51	1'56
		2nd "	1'54	1'13	0'01	1'20	1'15	0'65	1'51	2'11	2'41	1'59
140b	Fuel	1st half	0'67	1'2	1'51	1'30	0'75	3'21	4'57	3'54	6'70	1'00
		2nd "	0'70	1'15	1'87	1'17	0'45	2'01	4'07	3'00	5'10	1'80
141b	Water	1st half	0'08	0'12	0'15	0'20	0'19	0'15	0'21	0'20	0'44	0'28
		2nd "	0'08	0'10	0'11	0'1	0'17	0'07	0'19	0'21	0'43	0'27
142b	Oil, tallow and other stores	1st half	0'20	0'22	0'22	0'16	0'17	0'22	0'32	0'17	0'40	0'24
		2nd "	0'20	0'22	0'15	0'17	0'17	0'21	0'33	0'38	0'45	0'20
143b	Maintenance and renewal of locomotives	1st half	1'48	1'22	2'16	1'35	0'51	1'03	3'01	2'02	2'43	1'53
		2nd "	1'70	4'01	1'10	1'7	0'86	1'05	2'47	3'27	3'32	1'82
144b	Maintenance and renewal of machinery, tools and plant	1st half	0'12	0'41	0'05	0'11	0'03	0'08	0'20	0'15	0'25	0'13
		2nd "	0'18	0'25	0'01	0'13	0'01	0'10	0'21	0'20	0'29	0'05
144b	Other charges (net)	1st half	0'71	0'26	0'28	1'20	0'73	0'05	0'80	0'40	0'87	0'60
		2nd "	0'33	0'10	0'12	1'51	1'74	0'86	1'14	0'17	1'07	0'60
145b	Total locomotive expenses	1st half	5'48	6'03	6'30	7'30	3'16	6'81	11'28	11'05	14'55	7'03
		2nd "	6'03	6'03	4'95	7'00	5'45	6'52	10'64	12'17	14'14	7'10
	Fuel consumed in terms of	1st half	1'00	37'04	38'80	48'82	21'12	40'83	47'12	46'08	46'07	58'47
		2nd "	49'93	38'79	33'85	44'11	18'73	39'36	40'25	46'07	45'51	54'15
	wood	1st half	...	...	...	...	...	...	...	...	...	...
		2nd "	...	...	...	...	...	...	...	...	...	...

* The standard used is Kurumbare coal, except in the case of the Nizam's Guaranteed State Railway, which uses Singareni coal.

DIX 46—contd.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

Appendix 46.
Analysis.

3' 12'														GAUGE.	
11 (a) to (c)	12 (d) to (e)	13	14	15	16 (a) to (b)	17 (a) to (b)	18	19	20	21 (c)	22	23	24	Class No.	Serial number.
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rail-Lund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Malabar-Chitra.	Bihar-nagore-Gyrolal-Junagadh-Bombay.	Hyderabad-Godavari-Valley.	Southern Malabar.	South Indian.	Burma.	Calendar year from by half-years.		
EXPENSES.															
11'24 13'92	8'51 7'02	10'10 8'32	6'60 6'01	17'00 18'...	17'00 18'...	...	25'10 29'00	25'71 21'03	7'50 6'01	0'87 10'...	15'26 1'30	12'74 1'...	1st half 2nd "	138a	1st half 2nd "
...	...	...	...	3'04 2'72	...	...	...	...	...	...	...	...	1st half 2nd "		
0'63 0'62	0'51 0'51	1'23 1'18	0'38 0'11	0'63 0'17	0'51 0'11	0'63 0'11	2'07 1'01	0'68 1'10	0'92 1'11	0'13 1'01	0'17 0'65	0'34 0'01	1st half 2nd "	139a	1st half 2nd "
1'84 1'91	1'02 1'07	1'00 1'41	0'28 0'28	0'81 0'20	1'76 1'11	0'72 0'75	0'70 0'10	1'15 1'10	1'11 1'41	1'11 1'71	1'11 1'11	2'01 2'01	1st half 2nd "		
4'51 5'04	1'07 1'75	2'05 2'35	1'77 1'07	1'77 1'07	4'65 4'17	5'11 4'01	2'10 0'...	4'00 1'10	1'11 2'00	2'17 2'42	3'15 3'50	4'30 4'17	1st half 2nd "	140a	1st half 2nd "
0'21 0'22	0'12 0'1	0'14 0'1	0'14 0'15	0'12 0'11	0'11 0'1	0'11 0'1	0'42 0'11	0'20 0'1	0'11 0'11	0'21 0'11	0'16 0'14	0'15 0'11	1st half 2nd "		
0'17 0'35	0'10 0'1	0'27 0'10	0'18 0'11	0'22 0'20	0'14 0'1	0'1 0'1	0'10 0'1	0'16 0'11	0'10 0'1	0'15 0'15	0'28 0'20	0'14 0'1	1st half 2nd "	142a	1st half 2nd "
3'67 1'91	1'05 1'50	1'44 0'89	0'51 0'1	1'15 0'17	1'65 ...	1'1 1'17	0'1 1'1	1'13 ...	0'1 0'1	1'67 1'1	1'87 1'4	1'73 2'19	1st half 2nd "		
0'06 0'04	0'18 0'14	0'02 0'05	0'05 0'02	0'14 0'17	0'1 0'1	0'05 0'1	0'1 0'1	0'11 0'11	0'1 0'10	0'1 0'1	0'1 0'1	0'1 0'1	1st half 2nd "	144a	1st half 2nd "
1'11 1'11	0'57 0'1	0'55 0'11	0'15 ...	0'51 0'11	0'01 0'1	1'01 0'1	0'1 0'1	1'11 0'11	0'11 0'1	1'17 1'1	0'14 0'12	0'15 0'1	1st half 2nd "		
12'11 11'11	0'12 0'12	1'10 7'...	4'11 1'11	5'11 5'...	10'11 1'...	0'11 9'1	12'14 11'1	0'11 10'10	6'1 1'1	8'71 9'11	8'30 9'10	11'45 12'10	1st half 2nd "	145a	1st half 2nd "
41'20 50'08	3'11 ...	40'01 2'11	2'11 3'11	...	3'11 ...	2'11 ...	3'11 ...	1'10 7'10	3'11 2'11	11'01 ...	3'11 2'11	4'11 ...	1st half 2nd "		
...	...	...	...	2'00 2'11	...	...	...	...	...	...	...	...	1st half 2nd "	146a	1st half 2nd "
0'53 0'53	0'19 0'11	1'03 0'01	0'21 1'1	0'53 0'20	0'51 0'11	0'50 0'1	1'00 1'12	0'51 1'10	0'76 1'00	0'51 0'10	0'11 0'10	0'11 0'10	1st half 2nd "		
1'55 1'01	0'42 0'51	1'10 1'20	0'60 0'5	0'61 0'0	1'10 1'...	0'11 0'1	0'1 0'1	1'1 1'10	1'10 1'10	1'10 1'10	1'10 1'10	2'10 1'10	1st half 2nd "	147a	1st half 2nd "
4'15 4'27	1'11 1'12	2'10 2'10	1'50 1'13	1'19 1'10	4'12 3'11	5'11 4'01	2'10 1'10	4'00 1'10	1'11 2'00	2'17 2'42	3'15 3'50	4'30 4'17	1st half 2nd "		
0'30 0'10	1'10 0'10	0'10 0'11	0'11 0'11	0'11 0'11	0'11 0'11	0'11 0'11	0'11 0'11	0'11 0'11	0'11 0'11	0'11 0'11	0'11 0'11	0'11 0'11	1st half 2nd "	148a	1st half 2nd "
0'31 0'29	0'16 0'17	0'21 0'25	0'15 0'1	0'17 0'18	0'10 0'10	0'10 0'10	0'11 0'11	0'12 0'11	0'11 0'11	0'11 0'11	0'11 0'11	0'11 0'11	1st half 2nd "		
3'14 1'64	0'85 1'54	1'21 0'75	0'51 0'1	0'83 0'20	1'40 2'1	1'00 1'1	0'27 1'01	1'19 1'1	0'61 0'71	1'1 1'1	1'71 1'1	1'41 1'1	1st half 2nd "	149a	1st half 2nd "
0'05 0'05	0'16 0'13	0'03 0'01	0'02 0'02	0'07 0'14	0'1 0'1	0'05 0'01	0'48 0'20	0'14 0'12	0'20 0'17	0'23 0'21	0'15 0'10	0'18 0'10	1st half 2nd "		
0'05 1'01	0'70 0'73	0'46 0'46	0'64 -0'33	0'40 0'31	0'51 0'1	0'05 0'1	0'00 ...	0'12 0'10	0'11 0'1	1'12 1'1	0'14 0'1	0'15 0'1	1st half 2nd "	150a	1st half 2nd "
10'91 9'02	4'85 5'34	6'00 6'00	4'11 3'11	4'11 4'1	8'01 10'10	5'14 0'01	11'44 11'10	8'62 9'10	6'01 6'11	7'71 8'01	7'61 9'10	9'10 9'10	1st half 2nd "		
43'88 42'91	26'15 26'06	28'14 31'10	31'00 29'00	...	32'07 29'03	31'87 32'93	46'14 21'12	27'01 25'31	37'14 37'10	31'15 21'10	27'10 41'11	40'00 41'11	1st half 2nd "	151a	1st half 2nd "
...	...	...	...	...	...	...	...	...	...	...	...	...	1st half 2nd "		

Appendix 46.

Analysis.

APPEN

Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE Class No.	5' 6"									
			1	2 (a)	3	4 (a)	4 (b).	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) & (b)
			East Indian	Eastern Bengal	Bengal- Central	Bengal- Nagpur	Rajput Rham- tari (2' 6")	Oudh and Rohil- khand.	North Western.	Great Indus Peninsula.	Bombay, Baroda and Cen- tral India.	The Nizam's Guaran- teed State.
	PER 1,000 GROSS TON-MILES									TABLE B.—LOCOMOTIVE		
138c	General superintendence (including office expenses)	1st half 2nd "	0'00 0'09	0'13 0'11	0'18 0'11	0'10 0'10	0'43 0'44	0'12 0'11	0'12 0'13	0'10 0'13	0'15 0'19	0'15 0'14
139c	Running expenses	1st half 2nd "	0'14 0'33	0'41 0'36	0'33 0'34	0'40 0'44	0'78 1'37	0'10 0'21	0'32 0'33	0'48 0'36	0'45 0'31	0'29 0'31
140c	Fuel	1st half 2nd "	0'14 0'14	0'45 0'51	0'47 0'49	0'27 0'26	0'71 0'59	0'79 0'73	0'06 0'05	0'73 0'83	1'10 1'06	0'36 0'36
141c	Water	1st half 2nd "	0'02 0'01	0'04 0'03	0'05 0'03	0'04 0'04	0'18 0'41	0'02 0'02	0'04 0'04	0'01 0'06	0'08 0'09	0'05 0'05
142c	Oil, tallow and other stores	1st half 2nd "	0'06 0'06	0'01 0'07	0'07 0'04	0'08 0'07	0'16 ...	0'05 0'05	0'07 0'07	0'08 0'08	0'09 0'10	0'05 0'06
143c	Maintenance and renewal of locomotives	1st half 2nd "	0'31 0'33	0'15 1'01	0'69 0'34	0'28 0'29	0'50 1'03	0'25 0'21	0'63 0'51	0'62 0'87	0'43 0'68	0'30 0'36
143 A	Maintenance and renewal of machinery, tools and plant	1st half 2nd "	0'03 0'03	0'12 0'06	...	0'03 0'03	0'03 0'05	0'02 0'01	0'04 0'05	0'03 0'05	0'04 0'06	0'03 0'01
144c	Other charges (net)	1st half 2nd "	0'11 0'10	0'07 0'05	0'04 0'01	0'27 1'29	0'22 2'05	0'21 0'21	0'14 0'24	0'18 0'21	0'16 0'21	0'11 0'12
145c	Total locomotive expenses	1st half 2nd "	1'11 1'18	1'73 2'29	1'90 1'59	1'52 1'79	3'28 6'41	1'6 1'11	2'21 2'21	2'26 2'26	2'50 2'50	1'34 1'42
	Fuel consumed in terms of	1st half 2nd "	170'04 150'31	172'20 167'10	166'17 141'21	163'05 157'04	315'18 177'18	160'28 1'001	191'87 1'41'2	152'10 1'99'1	171'54 1'50'71	171'31 172'12
	wood	1st half 2nd "	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.									TABLE C.—CARRIAGE		
146a	General superintendence (including office expenses)	1st half 2nd "	0'11 0'11	0'39 0'39	0'34 0'21	0'17 0'11	0'13 0'12	0'12 0'12	0'20 0'14	0'18 0'11	0'34 0'31	0'22 0'17
147a	Repairs and renewal of coaching vehicles	1st half 2nd "	0'42 0'41	3'17 0'09	...	0'11 1'00	0'01 0'01	0 1'01	0'01 0'01	0'00 1'18	1'64 2'03	1'02 0'08
148a	Repairs and renewals of goods vehicles	1st half 2nd "	1'21 1'41	1'30 2'49	0'60 0'63	0'06 0'17	0'17 0'32	0'51 0'41	2'11 0'11	1'16 1'39	2'66 2'71	0'61 0'45
149 A	Repairs and renewals of machinery, tool and plant	1st half 2nd "	0'00 0'02	0'04 0'00	0'03 0'01	0'02 0'03	...	0'02 0'01	0'03 0'03	0'00 0'11	0'11 0'14	0'06 0'10
150a	Cleaning and oiling	1st half 2nd "	0'21 0'21	0'01 0'40	0'33 0'21	0'14 0'70	0'13 0'39	0'12 0'40	0'15 0'13	0'40 0'47	0'64 0'61	0'32 0'34
151a	Other charges (net)	1st half 2nd "	0'02 0'01	0'03 0'02	0'01 ...	0'01 0'01	...	0'02 0'02	0'01 0'03	0'01 0'01	0'05 0'04	0'00 0'00
152a	Total carriage and wagon expenses	1st half 2nd "	2'00 2'22	5'50 4'20	1'53 1'57	1'23 2'05	0'25 1'11	1'73 1'92	3'01 2'41	2'71 3'07	5'45 5'98	2'28 1'94
	PER 1,000 VEHICLE-MILES RUN BY ROAD VEHICLES.											
146b	General superintendence (including office expenses)	1st half 2nd "	0'31 0'34	1'13 0'05	1'10 0'70	0'38 0'45	0'77 1'19	0'26 0'31	0'45 0'39	0'54 0'69	0'73 0'94	0'56 0'37
147b	Repairs and renewals of coaching vehicles †	1st half 2nd "	4'20 3'20	23'34 8'16	2'16 4'3	3'13 6'71	1'16 0'81	5'41 7'07	5'40 7'20	10'18 12'20	11'91 12'75	12'16 9'50
148b	Repairs and renewals of goods vehicles †	1st half 2nd "	4'64 5'37	6'47 10'53	2'34 2'03	2'01 3'04	0'59 10'00	1'67 1'77	10'41 4'13	4'80 7'01	7'05 12'00	2'08 1'40
149 B	Repairs and renewals of machinery, tools and plant	1st half 2nd "	0'01 0'00	0'11 0'15	0'13 0'05	0'05 0'01	...	0'05 0'02	0'10 0'11	0'19 0'35	0'24 0'36	0'14 0'23
150b	Cleaning and oiling	1st half 2nd "	0'49 0'01	1'31 1'11	1'8 0'71	1'26 1'01	0'77 2'71	0'61 0'80	0'67 0'30	1'24 1'33	1'15 1'55	0'81 0'84
151b	Other charges (net)	1st half 2nd "	0'0 0'02	0'07 0'02	0'04 0'01	0'03 0'17	...	0'04 0'05	0'16 0'10	0'03 0'03	0'12 0'09	...
152b	Total carriage and wagon expenses	1st half 2nd "	1'30 1'20	16'27 11'25	4'8 4'36	4'07 6'04	1'45 5'13	3'74 5'14	10'64 6'70	8'31 11'39	11'54 15'24	5'69 4'65

* The standard used is Kuruharee coal, except in the case of

† These two items are calculated respectively upon the coaching and goods vehicle-milage.

Appendix 46.
Analysis.

DIX 46—contd.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 31'														CLASS.	Serial number.
11 (a) to (d).	12 (b) to (d).	13	14	15 (a) & (b).	16 (c) to (d).	17	18	19	20	21 (a)	22	23	24	Class No.	
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Kohat-Kundal and Kumaon.	Ripponiana Malwa.	Jalapur-Bikaner.	Udampur Chitaur.	Rhav-nagar-trombul-jungad Punjab and.	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1901 by half years.		
EXPENSES—contd.															
0'11 0'11	0'21 0'20	0'16 0'15	0'12 0'15	0'25 0'26	0'15 0'21	0'21 0'1	0'11 0'1	0'17 0'16	0'29 0'12	0'32 0'37	0'24 0'24	0'17 0'31	1st half 2nd "	133e	
0'31 0'40	0'15 0'19	0'41 0'41	0'24 0'30	0'30 0'31	0'14 0'25	0'26 0'20	0'21 0'25	0'58 0'25	0'45 0'31	0'46 0'3	0'56 0'34	0'81 0'0	1st half 2nd "	139e	
1'01 1'04	0'67 0'67	0'86 0'88	0'54 0'56	0'64 0'77	1'15 1'11	1'54 1'70	2'10 1'91	1'60 1'0	0'70 0'73	0'84 0'8	1'30 1'26	1'40 1'53	1st half 2nd "	140e	
0'05 0'05	0'04 0'04	0'10 0'11	0'14 0'05	0'05 0'01	0'04 0'10	0'11 0'11	0'12 0'15	0'07 0'02	0'11 0'11	0'08 0'09	0'06 0'02	0'11 0'11	1st half 2nd "	141e	
0'05 0'07	0'07 0'0	0'08 0'07	0'06 0'07	0'01 0'01	0'01 0'11	0'11 0'11	0'11 0'05	0'12 0'16	0'10 0'10	0'05 0'05	0'10 0'04	0'11 0'11	1st half 2nd "	142e	
0'77 0'40	0'36 0'72	0'11 0'25	0'25 0'20	0'31 0'5	0'12 0'72	0'61 0'51	0'1 0'51	0'62 0'17	0'25 0'0	0'58 0'67	0'40 1'23	0'55 0'75	1st half 2nd "	143e	
0'01 0'02	0'06 0'01	— 0'01	0'01 0'01	0'03 0'07	0'04 0'07	0'05 0'05	0'15 0'07	0'07 0'04	0'06 0'07	0'09 0'02	0'06 0'08	0'07 0'03	1st half 2nd "	143e	
0'21 0'1	0'30 0'14	0'16 0'11	0'21 0'13	0'10 0'10	0'10 0'1	0'12 0'1	— 0'1	0'01 0'07	0'1 0'17	0'47 0'52	0'06 0'07	0'11 0'1	1st half 2nd "	144e	
2'67 37	2'06 2'50	2'18 2'10	1'41 1'51	1'11 2'10	2'50 3'16	3'51 3'21	3'62 1'1	3'31 3'01	2'26 2'11	3'00 3'01	3'07 1'1	3'61 4'14	1st half 2nd "	145e	
1'200 11'001	197'10 195'20	100'64 17'13	191'57 183'10	— 11'90	146'05 131'30	108'45 101'75	191'11 115'1	197'41 169'77	220'06 235'30	192'32 164'08	170'44 167'36	246'07 275'15	1st half 2nd "		
AND WAGON EXPENSES.															
0'15 0'15	0'29 0'0	0'41 0'40	0'14 0'16	0'11 0'11	0'20 0'25	0'14 0'11	0'25 0'0	0'31 0'1	0'07 0'15	0'10 0'1	0'22 0'2	0'11 0'11	1st half 2nd "	147e	
0'08 1'05	1'01 0'0	0'00 0'00	0'40 0'20	0'40 0'1	0'1 1'1	0'40 0'41	2'15 2'10	0'71 0'05	0'14 0'1	0'04 0'07	1'04 0'00	0'77 0'01	1st half 2nd "	147e	
0'62 0'64	1'01 0'0	0'1 0'1	0'11 0'17	0'50 0'01	1'51 0'01	0'1 0'1	1'54 0'11	0'1 0'01	0'11 0'11	1'37 1'11	0'51 1'14	1'31 1'20	1st half 2nd "	148e	
0'01 0'14	0'05 0'04	0'01 0'01	0'01 0'0	0'05 0'01	0'01 0'01	0'01 0'01	0'17 0'17	0'01 0'01	0'01 0'01	0'01 0'01	0'01 0'01	0'01 0'01	1st half 2nd "	149e	
0'11 0'11	0'21 0'1	0'1 0'1	0'2 0'2	0'1 0'1	0'1 0'1	0'17 0'17	0'11 0'11	0'21 0'21	0'26 0'21	0'11 0'11	0'21 0'21	0'11 0'11	1st half 2nd "	149e	
0'12 0'17	0'11 0'11	0'1 0'1	0'02 0'02	0'02 0'02	0'01 0'01	0'01 0'01	0'1 0'1	0'01 0'01	0'01 0'01	0'01 0'01	0'01 0'01	0'01 0'01	1st half 2nd "	150e	
2'17 2'03	2'10 2'05	2'11 2'01	1'16 1'12	2'10 0'1	1'10 0'1	1'10 1'10	5'02 4'15	1'12 17	0'51 0'01	2'15 15	2'10 7	2'11 2'11	1st half 2nd "	151e	
0'50 0'47	0'81 0'0	1'05 1'05	0'11 0'11	0'11 0'11	0'42 0'11	1'01 0'11	1'30 1'00	0'1 0'17	0'21 0'54	0'01 0'01	0'70 0'01	0'01 0'01	1st half 2nd "	151e	
1'04 3'45	7'1 4'75	5'25 4'71	2'15 1'21	6'41 5'41	0'04 1'01	3'18 1'11	10'11 1'11	1'87 1'04	1'21 1'05	8'01 7'01	6'21 5'1	5'16 5'14	1st half 2nd "	151e	
2'11 2'07	5'11 4'55	1'57 1'11	1'10 2'08	2'01 1'01	4'11 0'15	1'1 1'11	17'67 2'1	1'30 0'0	0'15 0'43	6'02 6'12	5'01 8'1	4'05 5'12	1st half 2nd "	151e	
0'11 0'14	0'15 0'13	0'03 —	0'01 0'1	0'11 0'11	0'11 0'11	0'15 0'07	1'04 —	0'15 0'10	0'05 0'1	0'15 0'11	0'17 0'24	0'01 0'16	1st half 2nd "	151e	
1'11 1'11	0'71 0'71	0'01 0'01	0'67 0'60	0'11 0'71	0'11 0'11	1'25 0'71	1'65 —	0'67 0'70	0'91 1'01	0'51 0'03	0'81 0'81	0'01 0'01	1st half 2nd "	151e	
0'42 0'50	0'10 0'17	0'12 0'05	0'14 —	0'01 0'1	0'01 0'1	0'01 0'01	0'11 0'11	0'04 0'13	— —	— —	— —	0'11 0'12	1st half 2nd "	151e	
7'17 8'41	8'02 6'44	10'16 9'12	3'12 2'91	4'81 5'91	9'01 9'02	7'72 3'74	31'04 24'11	5'02 0'13	1'62 3'28	7'09 8'60	7'01 8'61	6'08 7'02	1st half 2nd "	151e	

the Nizam's Guaranteed State railway, which uses Singari coal.

all other items in the table being calculated upon the aggregate of both coaching and goods vehicle-mileages.

P. T. O.

Appendix 46. Analysis.

APPEN

Analysis of working of each railway

Note.—Three statistics are not

Serial number	PARTICULARS	Class No.	5'6"									
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (e)	9 (a) to (f)	10 (a) and (b)
			East Indian.	Western Bengal.	General Central.	Bengal Nagpur.	Rampur Dinapore.	Delhi, Rohtak, Ferozpur, Karnal.	North Western.	East Indian P.	Bombay, Baroda, and Central India.	The Nizam's Guaranteed State.
TABLE D—TRAFFIC												
PER TOTAL TRAIN MILE.												
152 a	General superintendence (including office expenses)	1st half 2nd "	0.05 0.04	1.19 1.15	1.05 0.92	0.90 0.81	0.10 0.1	0.64 0.6	0.61 0.50	0.46 0.30	0.80 0.52	0.60 0.45
153 a	Station staff	1st half 2nd "	2.52 2.5	5.6 5.1	2.50 2.3	2.02 1.88	1.13 1.17	2.10 2.10	2.20 2.2	2.05 2.20	3.18 3.29	1.98 1.85
154 a	Train staff	1st half 2nd "	1.00 1.01	1.1 0.9	0.70 0.51	0.60 0.5	0.45 0.42	0.67 0.70	0.4 0.3	1.07 1.10	0.87 0.81	0.75 0.72
155 a	Fuel, lighting, water and general stores	1st half 2nd "	0.52 0.1	1.05 0.0	0.55 0.5	0.70 0.62	— —	0.58 0.67	0.59 0.47	0.31 0.15	0.31 1.07	0.55 0.60
156 a	Clothing	1st half 2nd "	0.05 0.01	0.11 0.02	0.05 0.00	— 0.02	— —	0.04 0.02	0.05 0.01	0.03 0.01	0.10 0.10	0.02 0.10
157 a	Printing, stationery and tickets	1st half 2nd "	0.13 0.1	0.23 0.15	0.08 0.10	0.13 0.21	0.23 —	0.16 0.2	0.20 0.2	0.35 0.30	— 0.13	0.22 0.27
158 a	Charges for delivery and collection of goods, etc.	1st half 2nd "	0.01 0.01	0.0 0.0	— —	0.01 0.01	— —	0.01 0.01	— —	0.01 0.02	— —	— —
159 a	Miscellaneous expenses	1st half 2nd "	0.0 0.0	0.05 0.01	0.05 0.0	0.0 0.0	— —	0.01 0.00	— 0.01	0.01 0.01	0.12 0.02	0.02 0.04
160 a	Payments to other lines	1st half 2nd "	0.05 0.0	0.01 0.00	0.23 0.12	0.37 0.09	— —	0.15 0.13	0.07 0.0	0.11 0.11	0.05 0.07	0.10 0.10
161 a	Other charges (not)	1st half 2nd "	— —	0.01 0.01	— —	0.01 0.01	— —	0.07 0.01	0.03 0.03	0.01 0.01	0.01 —	— —
162 a	Total traffic expenses	1st half 2nd "	4.20 3.7	6.6 5.1	6.07 5.1	5.16 4.1	1.7 1.1	4.5 4.1	4.90 4.01	4.30 3.1	6.20 6.02	4.24 4.11
PERCENT ON TRAFFIC												
(Based on 1900-1901 Total Revenue)												
152 a	General superintendence (including office expenses)	1st half 2nd "	0.1 0.09	1.1 1.0	1.07 0.92	0.9 0.8	0.1 0.1	1.2 1.1	1.04 0.8	0.60 0.30	0.75 0.52	0.56 0.45
153 a	Station staff	1st half 2nd "	1.1 1.0	2.1 1.9	1.0 0.9	0.8 0.7	0.5 0.5	4.1 4.0	3.59 3.1	2.0 2.2	3.18 3.29	2.19 2.0
154 a	Train staff	1st half 2nd "	0.4 0.4	0.5 0.4	0.3 0.2	0.3 0.2	0.2 0.2	1.3 1.3	1.2 1.1	0.5 0.5	0.87 0.81	0.75 0.72
155 a	Fuel, lighting, water and general stores	1st half 2nd "	0.1 0.0	0.2 0.0	0.09 0.05	0.10 0.09	— —	1.14 1.1	1.00 0.8	0.70 0.30	0.75 1.07	0.70 0.60
156 a	Clothing	1st half 2nd "	0.02 0.01	0.0 0.0	0.01 0.0	0.01 0.0	— —	0.02 0.01	0.03 0.01	0.05 0.01	0.10 0.10	0.05 0.10
157 a	Printing, stationery and tickets	1st half 2nd "	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	0.02 0.10
158 a	Charges for delivery and collection of goods, etc.	1st half 2nd "	0.0 0.0	0.0 0.0	— —	0.0 0.0	— —	0.0 0.0	— —	0.0 0.0	— —	— —
159 a	Miscellaneous expenses	1st half 2nd "	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	— —	0.0 0.0	0.0 0.0	0.0 0.0	0.02 0.02	0.02 0.04
160 a	Payments to other lines	1st half 2nd "	0.0 0.0	0.0 0.0	0.23 0.12	0.37 0.09	— —	0.15 0.13	0.07 0.0	0.11 0.11	0.05 0.07	0.10 0.10
161 a	Other charges (not)	1st half 2nd "	— —	0.01 0.01	— —	0.03 0.03	— —	0.07 0.01	0.03 0.03	0.01 0.01	0.01 —	0.01 —
162 a	Total traffic expenses	1st half 2nd "	4.20 3.7	6.6 5.1	6.07 5.1	5.16 4.1	1.7 1.1	4.5 4.1	4.90 4.01	4.30 3.1	6.20 6.02	4.24 4.11
PERCENT ON TRAFFIC												
(Based on 1900-1901 Total Revenue)												
152 a	General superintendence (including office expenses)	1st half 2nd "	0.1 0.0	1.1 1.0	1.07 0.92	0.9 0.8	0.1 0.1	1.2 1.1	1.04 0.8	0.60 0.30	0.75 0.52	0.56 0.45

Appendix 46.

Analysis.

APPEN

Analysis of working of each railway

NOTE.—These statistics are not

Serial number	PARTICULARS	Gauge Class No.	5' 6"									
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (c)	9 (a) to (f)	10 (a) and (b)
			For Indian	For Bengal	Bengal Central	Bengal Nagpur	Rajput Bhambhara (2' 6")	Orissa and Rohilkhand	North Western	Great Indian Peninsula	Bombay, Baroda and Central India	The Nizam's Guaranteed State

TABLE E.—GENERAL												
PER TOTAL TRAIN-MILE.												
163a	Home expenditure	Annual	1st half 0'035	0'27	1'95	1'04	0'05	0'09	0'12	0'41	0'26	0'78
		2nd "	0'35		1'45	1'01	1'11			0'49	0'23	0'71
164a	Agent's office—salaries and expenses	Annual	1st half 0'011	0'31	1'90	0'37		0'20	0'16	0'19	0'23	0'36
		2nd "	0'11	0'31	1'02	0'12		0'11	0'10	0'19	0'21	0'27
165a	Audit, accounts and pay office	Annual	1st half 0'45	0'78	1'67	0'84	0'07	0'62	0'52	0'61	0'43	1'29
		2nd "	0'40	0'71	1'11	0'79		0'11	0'11	0'61	0'31	1'01
166a	Stores Department	Annual	1st half 0'16	0'08	0'22	0'19		0'11	0'11	0'19	0'37	0'11
		2nd "	0'11	0'09	0'11	0'11		0'11	0'11	0'19	0'37	0'11
167a	Medical	Annual	1st half 0'14	0'20	0'14	0'21		0'11	0'11	0'10	0'20	0'19
		2nd "	0'11	0'18	0'11	0'21		0'10	0'11	0'12	0'21	0'16
168a	Rents and miscellaneous	Annual	1st half 0'21	0'11	0'11	0'26		0'18	0'15	0'11	0'35	0'54
		2nd "	0'11	0'11	0'21	0'11	0'01	0'7	0'11	0'19	0'34	0'71
169a	Police	Annual	1st half 0'18	0'16	0'41	0'18	0'01	0'15	0'19	0'22	0'14	0'46
		2nd "	0'19	0'15	0'16	0'11	0'10	0'15	0'19	0'20	0'14	0'50
170a	Advertising	Annual	1st half 0'01	0'01	0'01	0'02		0'01	0'01	0'01	0'01	0'01
		2nd "	0'01	0'01	0'01	0'01		0'02	0'01	0'01	0'01	0'01
171a	Electric telegraph	Annual	1st half 0'57	0'01	0'06	1'11	0'01	0'11	0'71	0'16	1'00	0'21
		2nd "	0'01	0'01	0'71	1'10	0'11	0'11	0'71	0'71	1'11	0'21
172a	Other charges (net)	Annual	1st half 0'01	0'01	0'01	0'01			0'01	0'01	0'01	0'01
		2nd "	0'01	0'01	0'01	0'01			0'01	0'01	0'01	0'01
172a	Total general charges	Annual	1st half 0'01	2'17	7'05	4'20	1'00	2'11	2'15	2'41	3'76	4'40
		2nd "	0'01	2'01	5'01	1'14	2'01	2'11	2'05	2'41	3'76	4'40
PER CENT ON TOTAL TRAIN-MILES												
163b	Home expenditure	Per cent	1st half 0'050	0'47	3'10	1'71	4'85	0'16	0'19	0'01	0'24	1'10
		2nd "	0'01	0'47	3'10	1'71	4'85	0'16	0'19	0'01	0'24	1'10
164b	Agent's office—salaries and expenses	Annual	1st half 0'15	0'61	2'06	0'62		0'11	0'27	0'21	0'31	0'56
		2nd "	0'17	0'61	1'71	0'61		0'11	0'27	0'21	0'31	0'56
165b	Audit, accounts and pay office	Annual	1st half 0'05	1'72	2'06	1'17	0'31	1'11	0'61	0'70	0'86	1'81
		2nd "	0'05	1'09	1'06	1'11		1'10	1'11	1'14	1'09	1'11
166b	Stores Department	Annual	1st half 0'14	0'01	0'31	0'31		0'61	0'21	0'21	0'31	0'21
		2nd "	0'14	0'01	0'31	0'31		0'61	0'21	0'21	0'31	0'21
167b	Medical	Annual	1st half 0'01	0'14	0'21	0'31		0'19	0'27	0'14	0'19	0'27
		2nd "	0'01	0'14	0'21	0'31		0'11	0'21	0'14	0'21	0'27
168b	Rents and miscellaneous	Annual	1st half 0'31	0'61	1'11	0'14		0'31	0'21	0'19	0'31	0'75
		2nd "	0'31	0'61	1'11	0'14		0'31	0'21	0'19	0'31	0'75
169b	Police	Annual	1st half 0'71	0'27	0'01	0'31	1'21	0'56	0'71	0'40	0'40	0'10
		2nd "	0'21	0'01	0'61	0'40	1'09	0'01	0'71	0'40	0'40	0'10
170b	Advertising	Annual	1st half 0'01	0'02	0'04	0'04		0'01	0'01	0'01	0'01	0'01
		2nd "	0'01	0'01	0'04	0'04		0'01	0'01	0'01	0'01	0'01
171b	Electric telegraph	Annual	1st half 0'11	1'57	1'51	1'71	2'06	1'06	1'11	0'04	0'19	0'71
		2nd "	0'01	1'51	1'51	1'71	2'06	1'06	1'11	1'34	1'31	0'51
172b	Other charges (net)	Annual	1st half 0'01	0'01	0'01	0'01			0'01	0'01	0'01	0'01
		2nd "	0'01	0'01	0'01	0'01			0'01	0'01	0'01	0'01
172b	Total general charges	Annual	1st half 3'14	5'09	12'16	6'11	7'06	3'71	3'61	3'40	5'49	6'17
		2nd "	3'14	3'92	10'01	8'11	11'01	3'71	3'61	3'40	5'49	6'17
PER CENT ON TOTAL TRAIN-MILES												
173	Law charges	Per cent	1st half 0'01	0'01	0'18	0'01		0'01		0'01	0'01	0'01
		2nd "	0'01	0'01	0'15	0'01		0'01		0'01	0'01	0'01
175	Compensation	Annual	1st half 0'01	0'01	0'01	0'01		0'01	0'12	0'21	0'19	0'01
		2nd "	0'01	0'01	0'01	0'01		0'01	0'12	0'21	0'19	0'01
176	Rates and taxes	Annual	1st half 0'11	0'21	0'12	0'10		0'01	0'10	0'01	0'11	0'01
		2nd "	0'13	0'20	0'11	0'11		0'01	0'10	0'01	0'11	0'01
177	Payments to other lines	Annual	1st half 2'05	0'41	4'76	1'01		1'21	0'27	0'03	0'17	0'16
		2nd "	1'03	0'41	5'31	2'09		0'20	0'21	1'04	0'60	0'16
178	Other charges (net)	Annual	1st half 0'11	1'04	0'57	1'15	1'01	0'61	0'11	0'81	1'06	0'89
		2nd "	0'11	0'57	0'57	1'41	1'01	0'61	0'11	1'27	0'04	1'02
179	Total special and miscellaneous expenses	Annual	1st half 0'60	1'89	5'81	3'40	1'02	2'06	1'12	2'09	1'59	0'02
		2nd "	1'11	2'17	6'56	2'53	1'01	1'01	1'12	2'09	1'59	1'04

* Including cost of Government controlling establishment.

DIX 46—contd.

Appendix 46.
Analysis.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 3 1/2".													GAUGE.	
11 (a) to (c)	12 (b) to (d)	14	16	17 (a) & (b) to (c)	18	19	20	10 (c)	21	23	24	Class: No		
Madras.	Eastern Bengal.	Arum-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Udaipur-Chitot.	Ridevagar-Gundal-Jandrad-Porbandar.	Hyderabad (Addavari Valley).	Southern Mahratta.	South Indian.	Burma.	Calendar year 1901 by half-years.	Serial number.
CHARGES.														
0'28 0'29		2 26 2 75	0'48 0'54	0'85 0'01	0'15 0'24	...	...	0'16 0'15	0'40 1 00	0'88 0'96	0'43 0'44	0'85 0'91	1st half 2nd "	163a
0'27 0'28		0'75 0'67	0'19 0'19	0'17 0'45	0'13 0'20	...	2 68 1 81	0'77 0'55	0'23 0'38	0'24 0'32	0'25 0'25	0'22 0'21	1st half 2nd "	164a
0'64 0'67		2'46 2 31	0'70 0'78	1'01 1'14	0'55 0'62	0'73 0'57	1'22 1 30	1 61 1 52	0 81 1 41	0'77 0'66	0'77 0'74	0 55 0'01	1st half 2nd "	165a
0'15 0'10		0'70 0'72	0 00 0'10	0 05 0'30	0'20 0'27	0'11 0'12	0'10 0'13	0'15 0'11	0'11 0'19	0'20 0'22	0 22 0 20	0'17 0'20	1st half 2nd "	166a
0'13 0'13		0'41 0'40	0'00 0'11	0 08 0'10	0 12 0'10	0 07 0'08	0'20 0'18	0'38 0'44	0 32 0'12	0 16 0'17	0'15 0'15	0'14 0'15	1st half 2nd "	167a
0'10 0'10		0'32 0'20	0'13 0'13	0 16 0'12	0 21 0'20	0'06 0'11	0 47 0'29	0 44 0'39	0'33 0'36	0 18 0'21	0'17 0'16	0 17 0'17	1st half 2nd "	168a
0 17 0 20		0'41 0 10	0 23 0'24	0'14 0'18	0'26 0'35	0 08 0'10	...	1'02 1 18	0'53 0'51	0'41 0'68	0'25 0'24	0 46 0'35	1st half 2nd "	169a
0'02 0'02		0'04 0'02	0'01 0'01	0'01 0'01	...	...	...	0 01 0'01	0'01 0'01	0 01 0'01	0'01 0'01	0 01 ...	1st half 2nd "	170a
0'78 0'70		1'61 1 55	0'68 0'04	0 70 0'71	0'50 0'85	0'83 0'81	0'80 0'90	1'24 1 30	0 66 0'1	1'00 1 10	0'58 0'05	0 74 0'75	1st half 2nd "	171a
0'15 0'11		0'02 ...	...	0'01 ...	1st half 2nd "	172a
2'60 2 77		2 06 2 10	2'65 2 59	4'26 4 01	2'21 3 02	1 85 1 93	5 74 4 72	5 68 6 01	3'70 5 01	3 97 4 51	3'20 3 59	3 31 3 46	1st half 2nd "	173a
Included with the 5' 6" gauge.														
0'50 0'52		4'10 5 31	0'04 1 33	0'68 1 50	0 24 0'35	...	...	0 25 0'20	1'10 2 48	2 00 2 52	0'85 0'77	1'46 1 91	1st half 2nd "	163b
0'48 0'51		1 16 1 16	0 01 0'10	0'73 0'75	0 31 0'31	...	3 74 2 78	1 19 1 07	0 40 0'40	0 58 0'80	0'10 0'50	0'38 0'43	1st half 2nd "	164b
1'12 1 23		4 46 4 69	1'51 1 51	2'00 2 11	0'86 1 00	1'83 1 30	1'71 1 57	2'51 3 51	1'52 3 51	1 92 2 20	1 54 1 11	0'94 1'27	1st half 2nd "	165b
0'27 0'18		1'29 1 46	0'17 0'24	0 40 0'72	0'13 0'13	0'28 0'17	0'7 0'10	0'54 0'79	0 25 0'17	0'47 0'48	0'14 0'40	0'30 0'42	1st half 2nd "	166b
0'22 0'24		0'78 0'55	0 16 0'24	0 16 0'38	0'18 0'25	0 17 0'17	0 40 0'11	0'60 0'85	1'48 0'78	0'37 0'40	0 70 0'11	0 24 0'32	1st half 2nd "	167b
0'17 0'18		0'57 0'11	0 22 0'31	0 72 1'00	0'32 0'40	0 15 0'10	0 66 0'45	0'64 0'77	0'71 0'92	0'41 0'15	0'15 0'31	0 30 0'40	1st half 2nd "	168b
0'29 0'53		0 73 0'71	0 46 0'51	0 68 0'70	0'41 0'55	0 12 0'24	...	1 61 2 31	1'17 1 15	0'96 1 70	0'50 0'40	0'79 0'74	1st half 2nd "	169b
0'04 0'01		0'07 0'04	0 02 0'02	0'02 0'04	0 01 0'01	...	...	0'01 0'01	0 02 0'01	0'01 0'01	0 02 0'01	0 02 0'01	1st half 2nd "	170b
1'37 1 39		2 03 3 21	1'35 1 56	1'10 1 50	0 03 1 34	2'07 1 84	1 30 1 40	1'04 2 67	1'48 1'84	2 17 2 01	1'16 1 28	1'27 1 50	1st half 2nd "	171b
0'27 0'23		0 05 0'01	0 01 0'02	...	1st half 2nd "	172b
4'73 5'04		16'28 15 57	5 26 6 32	8'44 10'01	3'49 4 74	4'72 4 19	8 20 7 31	0'11 12 94	7'44 12 47	0'17 11 07	6'40 6 50	5 70 7 05	1st half 2nd "	173b
MISCELLANEOUS EXPENSE.														
0'03 0'01		0 10 0'09	0'02 0'00	0'05 0'11	0'02 0'01	...	...	0'02 ...	0 02 0'05	0'06 0'05	...	0'01 0'01	1st half 2nd "	174
0'07 0'12		0 04 0'01	0 08 0'09	0'02 0'07	0 10 0'37	0'04 0'09	0'17 0'06	0 11 0'10	...	0 05 0'06	0'01 0'01	0'02 0'00	1st half 2nd "	175
0'15 0'19		0'05 0'43	0'04 0'05	0'01 0'01	0'11 0 12	...	...	0'01 ...	0 02 0'02	0'07 0'16	0'10 0'17	0'08 0'50	1st half 2nd "	176
0 81 0'45		...	0'04 ...	0'01 ...	0'17 0'30	1'51 1'59	0 79 2 45	0'30 0'21	0'19 0'10	0'13 0'10	0'10 0'09	...	1st half 2nd "	177
1'17 1'24		1'38 1 81	1'38 0'03	0'41 0'53	0'57 0'17	0 23 0'28	1 13 0 36	0'09 1 09	0'18 1 08	1'24 1 57	0'38 0'62	0'28 1 05	1st half 2nd "	178
2'23 2'01		1'01 2'34	1'36 2'22	0'52 0'72	1'06 0'87	1'80 1'96	2 69 2 87	1'44 1 43	0'81 1'36	1'55 2 34	0'28 0'00	0'90 1 04	1st half 2nd "	179

P. T. O.

Appendix 46. Analysis.

APPEN

Analysis of working of each railway

EXTRACT FROM TABLES PRINTED

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE. Class No. Calendar year by bill- year	Miles										
			1	2	3	4	5	6	7	8	9	10	11
			East Indian.	East Bengal Nagpur.	Bengal Central.	Bengal Nagpur.	Patna Dhule Nagpur.	On the East Bengal Nagpur.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.	
FROM APPENDIX I													
180	Average number of locomotives on the line	No.	1st half	701	114	80	104	4	102	101	747	102	52
			2nd "	510	113	21	100	4	171	121	747	102	52
181	Average mile run per locomotive per annum.	Miles.	1st half	7115	6214	5104	6741	3150	7719	6070	5957	5546	1440
			2nd "	7014	7017	6000	6537	3012	7027	5970	5130	5546	5620
	lbs. coal per engine-mile (total burning engines)—		1st half										
182	Coaching	lbs.	2nd "								5442	4403	4015
											3511	3111	1029
183	Goods		1st half	5101	5112	1100	4852	2112	4010	4212	4412	4011	5011
			2nd "	5010	5001	1111	4411	1113	3910	4010	4111	4010	4170
184	Mixed		1st half								5012	5110	5011
			2nd "								4511	4010	5011
	lb. wood per engine-mile (wood-burning engines)—		1st half										
185	Coaching	lbs.	2nd "										
186	Goods		1st half										
			2nd "										
187	Mixed		1st half										
			2nd "										
	Average gross weight of trains—	Tons.	1st half	16730	16734	11111	10111	11111	21711	21711	17111	15017	120112
188	Coaching		2nd "	16111	16111	15112	10111	10111	21712	21712	16111	14111	101110
189	Goods		1st half	41112	40111	10111	10111	40110	11111	10111	35112	50112	40111
			2nd "	40111	39111	10111	10111	10111	10111	10111	35112	40111	331111
190	Mixed		1st half	21211	21211	10111	10111	10111	20111	20111		20111	20111
			2nd "	21211	21211	10111	10111	10111	20111	20111		20111	20111
	Average through speed of train—	Miles per hour.	1st half	2040	2040	1000	2040	2040	2040	2040	2040	2040	2040
191	Coaching		2nd "	2040	2040	1000	2040	2040	2040	2040	2040	2040	2040
192	Goods		1st half	1270	1200	1200	1011	911	1110	1011	1011	1011	1012
			2nd "	1270	1200	1200	1011	911	1110	1011	1011	1011	1017
193	Mixed		1st half	1800	1430	1100	1255	910	1011	1011	1011	1011	1014
			2nd "	1800	1430	1100	1255	910	1011	1011	1011	1011	1014
194	Average number of coaching vehicles, including brakes	Wagons.	1st half	20112	10110	10110	10110	10110	10110	10110	10110	10110	10110
			2nd "	20112	10110	10110	10110	10110	10110	10110	10110	10110	10110
195	Goods ditto ditto		1st half	10110	10110	10110	10110	10110	10110	10110	10110	10110	10110
			2nd "	10110	10110	10110	10110	10110	10110	10110	10110	10110	10110
	Average gross weight of trains—	Tons.	1st half	10110	10110	10110	10110	10110	10110	10110	10110	10110	10110
196	Wood		2nd "	10110	10110	10110	10110	10110	10110	10110	10110	10110	10110
197	Iron		1st half	10110	10110	10110	10110	10110	10110	10110	10110	10110	10110
			2nd "	10110	10110	10110	10110	10110	10110	10110	10110	10110	10110
	Percentage of tonnage—	Percent.	1st half	306	107	273	01	01	01	01	01	01	01
198	Wood		2nd "	201	01	01	01	01	01	01	01	01	01
199	Iron		1st half	10110	10110	10110	10110	10110	10110	10110	10110	10110	10110
			2nd "	10110	10110	10110	10110	10110	10110	10110	10110	10110	10110

* For through speed of express goods train to 90 mile per hour.

† Includes duplicate sleepers only.

‡ Total iron and steel sleepers.

§ Indian Midland railway only.

¶ Bombay, Baroda and Central India railway only.

** Total wood, iron and steel.

DIX 46—concl'd.

Appendix 46.
Analysis.

(by systems) during each half-year of 1901—concl'd.

AS APPENDICES TO THE ANALYSIS.
prepared by the railways not shown.

11 (a) to (c)	12 (b) to (d)	13	14	15 (e) to (g)	16 (f) to (h)	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	12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HISTORY OF RAILWAYS.

Appendix 47.
History of railways.

APPEN*History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
	AGRA-DELHI CHORD— (5' 6" gauge.)				
	Agra to Delhi	15-9-98	...	121'16	
	TOTAL, AGRA-DELHI CHORD .	...	...	...	121'16
9 (i)	AHMEDABAD-PARANTIJ— (See Bombay, Baroda and Central India system.)				
6 (d)	ALLAHABAD-FYZABAD— (See Oudh and Rohilkhand system).				
8 (c)	AMRAOTI— (See Great Indian Peninsula)				

DIX 47.

Appendix 47
History of railways*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. Agra-Delhi Chord—

General remarks.—Although the line has been sanctioned for construction, commencement of work has been postponed pending the settlement of other questions.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
14 (a)	ASSAM-BENGAL SYSTEM— (3' 3½" gauge.)				
	<i>Main line—</i>				
	Chittagong Port to Chittagong	28-5-91	3-11-95	1'73	425'51
	Chittagong to Feni		1-7-95	56'90	
	Feni to Comilla		1-7-95	39'10	
	Comilla to Akhaura		1-1-96	29'41	
	Akhaura to Karimganj*		*4-12-96	115'00	
	Karimganj to Badarpur*		*4-12-96	12'00	
	Badarpur to Damchura		23-4-99	18'50	
	Lumding to Nazira		1-1-01	142'20	
	Nazira to Lakwa		15-11-01	10'75	
	Total Main line . . . . .	...	...	...	425'51
	<i>Branches—</i>				
	Laksam to Chandpur	28-5-91	1-7-95	31'62	163'62
	Badarpur to Katta Khal		13-6-98	6'27	
	Katta Khal to Silchar		8-11-98	12'35	
	Gauhati to Gauhati Ghāt		1-1-00	1'22	
	Gauhati to Jamuna Mukh		1-1-97	74'50	
	Jamuna Mukh to Lankā		2-1-99	10'35	
	Lankā to Lumding (temporary station)		1-3-99	15'21	
	Lumding (temporary station) to Lumding		20-2-00	3'10	
	Total Branches . . . . .	...	...	...	163'62
	TOTAL OPEN MILEAGE, ASSAM-BENGAL . . . . .	..	...	...	589'21
	<i>Lines under construction or sanctioned for construction—</i>				
	ASSAM-BENGAL—				
	Damchura to Lumding	28-5-91	{ † 1-6-12 † 31-12-12 }	155'24	
	Lakwa to Tinsukia				
14 (b)	NOAKHATA (BENGAL)—				
	Laksam to Ichakhalā	6-4-01	† 15-12-02	34'95	
	Total Lines under construction . . . . .	...	...	...	190'19
	GRAND TOTAL, ASSAM-BENGAL SYSTEM . . . . .	...	...	...	779'40

* Closed for repairs after the earthquake of 18th June 1897 and

Akhaura to Srimangal
Srimangal to Kalaura
Kalaura to Karimganj
Karimganj to Badarpur

† Probable dates of opening; but there seems little probability

DIX 47—continued.

Appendix 47.
History of railways.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Assam-Bengal railway system is made up of—

	Open line, Miles	Under construction, Miles	Total, Miles
(a) Assam-Bengal railway (3' 3½" gauge)	589'21	155'24	744'45
(b) Noakhali (Bengal) railway (3' 3½" gauge)	---	34'95	34'95
Total	589'21	190'19	779'40

2. Assam-Bengal railway—

(a) The Assam-Bengal railway is worked under the following contract—

*Contract of—*26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

(b) The general conditions of the contract are as follows—

(i) *Government aid.*—Government guaranteed interest in sterling at 3½ per cent. on the Company's share capital of £ 1,500,000 till 30th June 1898, and thereafter at 3 per cent. Land was also provided free of charge.

(ii) *Terms of contract.*—The contract provides that the Company raise £ 1,500,000, and that any further money required be either supplied by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal, (with the exception of moneys paid against interest on the Company's share capital and mas applied from net earnings) are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.

(iii) *Currency of contract.*—Government may determine the contract, by giving 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fail to fulfil their obligations or the line is worked at a loss. On the determination of the contract, the Company are to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.

(iv) *Power of Company to surrender contract.*—Nil.

(v) *Terms of working.*—The net earnings to be applied in payment of—

The dividend in respect of interest paid on debenture capital, provided that if the Company's share capital is not less than 1/10th of the total capital expenditure, the rate of interest received under this sub-head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital.

The equivalent in respect of guaranteed interest paid to the Company in respect of share capital. Interest on the capital contributed or deemed to be contributed by Government at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceed 1/10th of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement, and

The residue to Government and the Company in the ratio of their respective capital expenditure.

(vi) *Rates and fares.*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vii) *General remarks.*—As it was considered that railway communication with Bengal and Assam was a matter of urgency, the construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was subsequently formed in England in April 1893 and absorbed the Assam-Bengal State railway.

3. Noakhali (Bengal) railway—

(a) The Noakhali (Bengal) railway is worked under the following contracts—

*Contract of—*27th March 1901 [between the Secretary of State and the Noakhali (Bengal) Railway Company] for construction of the line.

27th March 1901 [between the Assam-Bengal Railway Company, and the Noakhali (Bengal) Railway Company,] for working the line

reopened as follows—

- . 20-7-97
- . 24-7-97
- . 8-8-97
- . 18-10-97

of the hill section being opened at the expected date (1-6-98).

P. T. O.

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Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
14 (a)	ASSAM-BENGAL SYSTEM—concluded.				

on the 31st December 1901, alphabetically arranged.

REMARKS.

3. Noakhali (Bengal) railway—concluded.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid.*—If the net earnings in any half-year are less than Rs. 30,000, Government allow as rebate a sum not exceeding one-half of the gross earnings of such half-year of the Assam-Bengal railway from interchanged traffic (except stores) as will, together with the net earnings of the Company, make up an amount equal to Rs. 30,000. Land also has been provided free of charge.

(ii) *Terms of contract.*—The Company's share or stock capital is limited to £1,30,000, which cannot be increased without the sanction of the Secretary of State and of the working agency, but the Company can raise money at a reasonable rate of interest for *bona-fide* temporary purposes.

(iii) *Currency of contract.*—The Secretary of State may, by giving notice and by paying to the Company in India the value of the said railway, works, plant, machinery and stores, determine the contract, if the Company fail to comply with their obligations under the contract. The Secretary of State may, by giving twelve months' notice, determine the contract, either on the 31st December 1922 or on the 31st December in the last year of any subsequent period of ten years, on paying to the Company in India a sum equal to twenty-five times the average yearly net earnings during the three years immediately preceding, provided that the amount so payable shall not exceed by more than 20 per cent the balance on the Capital Account of the Company, or be less than such balance.

(iv) *Terms of working.*—The gross earnings are to be applied in payment—

To the credit of the Provident Institution of the Assam-Bengal railway of a sum equal to one-half of 1 per cent. of the total gross earnings;

Of Rs. 25 per mile open per week of the new railway maintainable by the Company;

Of Rs. 35 per mile open per week of the new railway not maintainable by the Company, and

Of all moneys paid or payable to the Secretary of State for the supervision of such mileage during such half-year;

The residue to be paid over to the Company as the net earnings of the new railway.

(v) *Rates and fares.*—The rates and fares to be fixed from time to time by the Secretary of State after consultation with the working agency, within the maxima and minima for the time being in force on the Assam-Bengal railway.

4. Details of construction—

(a) *Permanent-way.*—The line is laid with 50 lb. rails on sal and pyinkado sleepers.

(b) *Ballast.*—The ballast consists of broken brick, stone and laterite.

(c) *Tunnels.*—The following are the tunnels of 500 feet length and over.—tunnel between Bihera and Dainchara 671 feet, tunnel between Harangajao and Jatinga, 596 feet, tunnel between Harangajao and Jatinga, 815 feet, tunnel between Harangajao and Jatinga, 843 feet; tunnel between Hasanghaju and Norehangla, 1,907 feet, tunnel between Hasanghaju and Norehangla, 500 feet, tunnel between Hasanghaju and Norehangla, 880 feet, and tunnel between Mupa and Lungting, 700 feet. There are 14 other tunnels, varying from 156 feet to 487 feet in length, aggregating 4,583 feet.

(d) *Bridges.*—The following are the important bridges of 1,000 feet length and over.—Brak (between Badarpur and Bihera), 230 feet, Kopili (between Jaginoid and Dharamtul), 1,380 feet; and Dihing (between Naharkatiya and Bordubi), 1,050 feet.

(e) *Fencing.*—The open line, with the exception of 8 miles between Barlekha and Latu and the section Lakwa to Gauhati ghât, is fenced. There is also a short length of fencing out of Gauhati.

(f) *Curves.*—On the hill section the curves vary from 573 feet to 955 feet in radius. On the rest of the line, there are no curves under a radius of 1,000 feet.

(g) *Gradients.*—The total open mileage of section I, *vis.*, from Chittogong Port to Badarpur, Laksam to Chandpur and Badarpur to Silchar, is 304.38 miles, of which 13.88 miles are on a gradient of 1 in 150 or steeper. The total open mileage of section II, *vis.*, from Badarpur to Lumding, is 18.50 miles, of which 1.38 miles are on a gradient of 1 in 65 or steeper. The total open mileage of section III, *vis.*, from Lumding to Tinsukia and Lumding to Gauhati ghât, is 266.33 miles, of which 18.05 miles are on a gradient of 1 in 100 or steeper.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
26 (a)	BARSI LIGHT.— (2' 6" gauge.)				
	Bársi Junction to the town of Bársi	1-8-95	1-3-97	21.59	
	TOTAL, OPEN MILEAGE .				21.59
	<i>Lines under construction or sanctioned for construction—</i>				
	Bársi Junction to Pandharpur	6-1-98	} ... {	30.67	
	Bársi town to Tadvála	29-11-00		26.70	
	Total Lines under construction .				57.37
	TOTAL, BARSI LIGHT .				78.96

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Barsi Light railway—

(a) The Barsi Light railway is worked under the following contract:—

Contract of—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working.

(b) The general conditions of the contract are as follows.—

(i) *Government aid*.—The Company is allowed the use of the road between Barsi Town and Barsi Road station only.(ii) *Currency of contract*.—Government may determine the contract on the 1st January 1917, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined, Government are to pay the Company in England in sterling an amount equal to the total paid-up capital, so far as such capital expended with the authority of the Secretary of State.(iii) *Power of Company to surrender contract*.—Nil.(iv) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

2. Details of construction—

(a) *Permanent-way*.—Steel flat-footed rails 35 lb. to the yard on steel sleepers.(b) *Ballast*.—Partly of broken stone and partly of hard moorum.(c) *Fencing*.—An efficient fencing is provided for a short distance on either side of level crossings, at bridges and round Barsi Road Junction and Barsi Town stations.(d) *Curves*.—There are four curves of less than 1,000 feet radius.(e) *Gradients*.—Of a total open mileage of 21.59 miles, 3.46 miles are on a gradient of 1 in 100 or steeper.

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APPENDIX

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
26(a)	BENGAL AND NORTH-WESTERN SYSTEM— (3 3/4" gauge.)				
	COMPANY'S SECTION—				
	Main line—				
	Sonepur to Mankapur	18-5-82	15-1-85	218'50	247'94
	Mankapur to Nawabganj		2-4-84	14'00	
	Nawabganj to Ajodhya		1-12-84	6'10	
				238'60	
	Loop line—				
	Sonepur to Dunwarchak	18-5-82	15-1-85	9'34	
	Total Main and Loop lines.	...	...	...
	Branches—				
	Uska Bazar branch—				
	Gorakhpur to Uska Bazar	3-8-85	15-12-86	39'58	
	Naipalganj Road branch—				
	Mankapur to Bahraich	18-5-82	2-4-84	55'00	495'06
	Bahraich to Naipalganj Road		15-12-86	33'98	
				88'98	
	Revelganj branch*—				
	Chupra to Revelganj	Nov. 1889	15-4-91	7'34	
	Bahramghat branch*—				
	Gonda to Colonelganj	Nov. 1889	29-10-91	17'75	
	Colonelganj to Jarwal Road		1-2-92	10'30	
				28'05	
	Burhwal branch*—				
	Jarwal Road to the west bank of the Gogra river	10-1-95	18-12-96	2'63	743'00
	Gograhat to Ganeshpur		24-12-98	3'27	
	Chawkaghat to Burhwal		24-11-96	4'12	
				10'02	
	Tulsipur branch*—				
	Gonda to Bahrampur	10-1-95	15-12-96	22'00	
	Bahrampur to Tulsipur		1-6-98	19'00	
				41'00	
	Katarnian ghât branch*—				
	Nanpara to Mohinpurwa	10-1-95	15-12-96	15'00	
	Mohinpurwa to Katarnian ghât		25-3-98	27'08	
				42'08	
	Turtipur branch*—				
	Bhatni to Turtipur	10-1-95	15-12-96	17'14	743'00
	Salimpur to Bahai		1-12-97	12'77	
				29'91	
	Gan. & Gogra Doab lines†—				
	Turtipur to Mau . . . . .	...	8-6-98	24'20
	Mau to Benares . . . . .	...	15-3-99	58'06
	Mau to Azamgarh . . . . .	...	8-6-98	27'15
	Kopagan Road to Ballia . . . . .	...	15-3-99	37'61
	Ballia to Chand-Bears Ghât . . . . .	...	12-5-99	29'00
	Revelganj to Man li Ghât . . . . .	...	1-4-99	3'71
	Aunihar to Ghazipur . . . . .	...	15-3-99	28'37
				208'10	
	Total Branches	495'06
	TOTAL OPEN MILEAGE, COMPANY'S SECTION	743'00
	Carried over	743'00

* † Refer to passages under "Remarks," see opposite page.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Bengal and North-Western railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) Bengal and North-Western railway (3' 3½" gauge)	534'90	1'00	535'90
(b) Ganges-Gogra Doab extensions (3' 3½" gauge)	208'10	66'00	274'10
(c) Tirhoot State railway (3' 3½" gauge)	519'10	30'47	549'57
(d) Sagauli-Raxaul railway (3' 3½" gauge)	18'00	...	18'00
Total	1,284'10	97'47	1,377'66

2. Bengal and North-Western and Tirhoot State railways—

(a) The Bengal and North-Western and Tirhoot State railways are worked under the following contracts:—

Contracts of—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886.—Contract modifying that of 1882.

18th July 1890.—Contract for the taking over and working of the Tirhoot State railway.

19th December 1894.—Contract supplemental to those of 1882, 1886 and 1890, providing for the extensions marked* (on the opposite page) of the Company's railway and for the exercise of running powers over the metre gauge (3' 3½") link from Durhwal to Cawnpore.

12th December 1895.—Contract modifying that of 1890.

23rd July 1896.—Contract supplemental to those of 1882, 1886, 1890, 1894 and 1895, known as the Ganges-Gogra Doab contract, for the extensions marked† (on the opposite page) of the Company's railway.

(b) The general conditions of the contracts are as follows—

(i) *Government aid*.—Land alone was provided free of charge.(ii) *Currency of contracts*.—*Bengal and North-Western railway contract*.—The contracts of 1882, 1886 and 1894, *vis.*, those for the working of the Bengal and North-Western railway proper are current for a period of 90 years and terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling-stock, moveable machinery, stores, etc. Government may, however, determine the contract after 30 years (*i.e.*, on the 31st December 1912) or 50 years (*i.e.*, on the 31st December 1932) on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent. to which Government *would have been* entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, at six months' notice, if the Company fail to observe their obligations, on paying the value of rolling-stock, stores, etc., and fair value of line, less value of same treated as a reversionary sum absolutely payable on the 31st December 1981.*Ganges-Gogra Doab contract*.—The contract of 1896, *vis.*, that covering the Ganges-Gogra Doab lines (marked†) runs concurrently with those of 1882, 1886 and 1894, but in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line as shown in sterling only, without any premium.*Tirhoot State railway contract*.—The contract of 1890, *vis.*, that for working the Tirhoot State railway, terminates on the 31st December 1904. If the original contract with the Company dated the 12th December 1882, terminates for any reason prior to the expiry of the term of the Tirhoot contract the latter also, *ipso facto*, terminates at the same time. Government may also terminate the contract at any time after six months' notice, if the Company fail to observe their obligations. On the determination of the contract, Government resumes possession of the State railway. Any capital sums which may have been raised by Government, and expended on the Company's lines, or which may have been raised and expended by the Company on the State railway, shall be considered as debt due from the Company and Government, respectively.(iii) *Power of Company to surrender contracts*.—Nil.(iv) *Terms of working*.—The Company's railway and the Tirhoot State railway are worked as one concern, a joint account of working expenses and net earnings being kept, the latter being applied in the order stated—

In payment of any further contribution (beyond that chargeable to working expenses) to the Company's Provident Institution;

In payment of interest at 4 per cent., on Rs. 5,13,67,566 being the capital raised and expended by the Company;

In payment of interest at 4 per cent., on Rs. 3,89,43,463 being the capital supplied by Government; and

In payment of the residue to Government and the Company in the ratio of their respective shares of capital, subject to the further payment to the Company of 5 per cent. of the Government's share of the residue as compensation for working the Tirhoot State railway for Government.

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Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
16 (a)	BENGAL AND NORTH-WESTERN SYSTEM—concl'd.			Miles.	Miles.
	Brought forward	...	...	...	743'00
	<i>Line under construction or sanctioned for construction—</i>				
	Part of Gonda-Balrampur-Tulsipur branch	Dec. '94	...	1'00	
	<i>Ganges-Gogra Doab lines—</i>				
	Azamgarh to Shahganj *	18-5-97	..	34'84	
	Ballia to Ghazipur	23-12-01	...	31'16	
	Total Lines under construction, Company's section . . . . .	..	...	...	67'00
	GRAND TOTAL, COMPANY'S SECTION . . . . .	...	...	...	810'00
16 (b)	TIRHOOT STATE RAILWAY SECTION—				
	<i>Main line—</i>				
	Semaria ghât to Dalsinghsarai	3-2-82	1-5-83	22'55	
	Dalsinghsarai to Samastipur	Feb. '74	1-11-75	14'75	
	Samastipur to Mozufferpore	6-1-76	24-2-77	32'00	
	Mozufferpore to Motiharee	8-7-80 {	1-2-83	49'57	
	Motiharee to Bettiah		20-12-83	27'00	
	Samastipur to Durbhunga	Feb. '74	1-11-75	23'00	
	Durbhunga to Jhanjharpur	8-7-80	1-2-83	24'00	
	Jhanjharpur to Ghoghardiha	19-10-83	8-4-86	13'00	
	Ghoghardiha to Nirmala	16-2-85 {	8-4-86	6'92	
	Nirmala to Bhaptahi		15-11-87	10'00	
	Bhaptahi to Pratapganj		1-10-88	14'00	
	Pratapganj to Khandwa ghât . . . . .	...	14-11-90	8'00	
	Total Main line . . . . .	...	...		244'79
	<i>Branches—</i>				
	<i>Bairagnia branch—</i>				
	Durbhunga to Sitamarhi . . . . .	...	1-7-10	12'01	
	Sitamarhi to Riga . . . . .	..	1-1-91	6'00	
	Riga to Dheng . . . . .	...	1-7-91	9'00	
	Dheng to Bairagnia (fair weather line)	23-10-91	1-3-12	3'51	
				60'51	
	<i>Sonepur branch—</i>				
	Mozufferpore to Hajepore	6-2-83	26-10-84	31'25	
	Hajepore to Sonepur	19-10-83	1-6-87	3'30	
				34'61	
	<i>Hajepore branch—</i>				
	Hajepore to Hajepore ghât . . . . .	...	26-10-84	1'81	
	Hajepore branch loop line . . . . .	...	2-11-00	3'31	
				5'20	
	<i>Hajepore-Katihar extension—</i>				
	Hajepore to Bachhwara . . . . .	...	1-1-00	44'46	
	Bachhwara Junction to Thana Bihpur . . . . .	...	1-3-00	66'17	
				110'63	
	<i>Monghyr branch—</i>				
	Sahibpore Kamal to Monghyr ghât . . . . .	...	7-3-00	7'00	
	<i>Hajepore-Katihar extension—</i>				
	Thana Bihpur to Katihar . . . . .	...	7-3-01	45'00	
	Thana Bihpur to Bhagalpur . . . . .	...	16-12-01	11'36	
				56'36	
	Total Branches . . . . .	...	...	...	274'31
	TOTAL OPEN MILEAGE, TIRHOOT STATE RAILWAY SECTION . . . . .	...	...	...	519'10
	<i>Lines under construction or sanctioned for construction,</i>				
	<i>Jainagar branch—</i>				
	Sakri to Jainagar . . . . .	...	...	30'47	
	Total Lines under construction, Tirhoot section . . . . .	...	...	...	30'47
	GRAND TOTAL, TIRHOOT STATE RAILWAY SECTION . . . . .	...	...	...	549'57
16 (c)	SAGAULI-RAXAUL—				
	Sagauli to Raxaul . . . . .	...	1-3-99	18'09	18'09
	GRAND TOTAL, BENGAL AND NORTH-WESTERN SYSTEM . . . . .	...	...	...	1,377'66

REMARKS.

2. Bengal and North-Western and Tirhoot State railways—concluded.

(b) General conditions—concluded.

(v) *Rates and fares.*—On the Company's section, the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section, certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vi) *General remarks.*—The Bengal and North-Western railway has direct communication with the railway system of India at only three points, on its system, *viz.*, at Burhwal, Benares and Katihar. At all other points, communication is interrupted by rivers. Communication across the Ganges is maintained with the East Indian railway at the following ferries: between Ghazipur and Tarighat (ordinary steam ferry), between Pal raghat and Digba Ghat (ordinary steam ferry), between Semaria Ghat and Mokameh Ghat (wagon ferry); and between Barari Ghat and Bhagalpur Ghat (wagon ferry). Eventually a branch between Bhagalpur Ghat and the East Indian railway at Bhagalpur will connect the Bengal and North-Western and East Indian railways *via* the Bhagalpur ferry. Between Khanwa Ghat on the Kosi extension of the Tirhoot State railway and Anchara Ghat on the Kosi branch of the Eastern Bengal State railway, there is a country boat ferry worked by the Eastern Bengal State railway. There is a bridge of boats between Ajodhya and Ajodhya Ghat during the dry weather months, but during the rains this bridge is removed and replaced by a steam ferry. The Tirhoot State railway was worked by State agency until 1890, when it was leased to the Bengal and North-Western Railway Company.

3. Sagauli-Raxaul railway—

(a) The Sagauli-Raxaul railway is worked under the following contracts—

Contracts of—31st October 1896 (between the Secretary of State and the Sagauli-Raxaul Railway Company) for construction and working
5th June 1899 (between the Secretary of State and the Bengal and North-Western Railway Company) for working and maintenance of the Sagauli-Raxaul railway.

(b) The general conditions of the contracts are as follows—

(i) *Government aid.*—Land alone was provided free of charge.

(ii) *Currency of contract.*—Government may determine the contract either on the 31st December 1917 or on the 31st December in the last year of any subsequent period of 10 years, paying 25 times the average net earnings for the three years preceding the purchase.

(iii) *Power of Company to surrender contract.*—Nil

(iv) *Terms of working.*—Forty per cent of the gross earnings to be retained by the Bengal and North-Western Railway Company for working and maintenance and 10 per cent. for supervision on the cost of Government works at Sagauli. The balance is payable to the Branch Company. Pending the completion of the line, the Bengal and North-Western railway works it under a provisional agreement, dated the 4th February 1899, under which, in addition to 40 per cent, the Branch Company pays for maintenance.

(v) *Rates and fares.*—To be arranged between Government and the Company within the maxima and minima in force on the Tirhoot section.

4. Details of construction—

(a) *Permanent-way*—

Company's section.—The main line between Sonapur and Burhwal is laid with 50 lb. steel rails on sal sleepers. The rest of the line north of the Gogra is laid with 41½ lb. steel rails and mostly sal sleepers. The Ganges-Gogra Doab lines, with the exception of the Aumihan-Ghazipur branch, which is laid with 50 lb. steel rails, is laid with 41½ lb. steel rails on sal sleepers.

Tirhoot section.—Between Baran and Mozufferpur, the line was originally laid with 41½ lb. steel rails on sal sleepers. The sections between Sonapur and Mozufferpur and Samastipur and Durbhanga, which were also originally laid with 41½ lb. steel rails, are being renewed with steel rails of 50 lb. section. There are still about 3½ miles of 41½ lb. rails on these sections. The remainder of the line is laid partly with 41½ lb. steel rails, partly with 50 lb. iron rails, the latter being entirely on the Bairagnia branch. The 50 lb. iron rails are laid on sal sleepers, and the remainder partly on sal and pyinkado and partly on Denham Olphitt's iron sleepers. The Hajipur Katihar extension is laid with 50 lb. steel rails on sal and pyinkado sleepers.

Sagauli Raxaul branch.—The permanent-way consists of 41½ lb. steel rails on sal sleepers.

(b) *Ballast.*—The system is ballasted throughout.

(c) *Bridges.*—The important bridges of 1,000 feet length and over are as follows. Rapti (between Jagat Bela and Sajanwal), 9 spans of 150 feet, Elgin (between Gograhat and Ganeshpur), 17 spans of 200 feet, Turtipur (between Mathura and Bithura Road under construction), 18 spans of 200 feet, Gunduck (between Hajepore and Sonapore), 8 spans of 250 feet; and Kosi (between Kataraah and Kursela under construction), 15 spans of 200 feet.

(d) *Fencing.*—The Company's section was originally unfenced except in front of villages and at level crossings and near stations, but the main line is in course of being fenced, and about 100 miles have been done. The Tirhoot section, excluding the Hajipur Katihar extension, is fenced throughout. On the Hajipur-Katihar extension, the section between Hajipur and Khagaria is being fenced but between Khagaria and Kursela it is unfenced. The Sagauli-Raxaul branch is unfenced.

(e) *Curves.*—On the Company's section, there is only one curve under a radius of 1,000 feet, *viz.*, at Paleza Ghat on the loop line, the length of which is 2,000 feet and radius 900 feet. There are no curves under a radius of 1,000 feet on the Tirhoot section and on the Sagauli-Raxaul branch.

(f) *Gradients.*—Of a total open mileage of 1,280·19 miles on the system, 21·534 miles are on a gradient of 1 in 400, or steeper.

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Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
3 (a)	BENGAL CENTRAL— (5' 6" gauge.)				
	<i>Main line—</i>				
	Dum-Dum Junction to Dattapukur	Mar. 1881	2-4-83	14'25	
	Dattapukur to Gobardanga		7-12-83	17'00	
	Gobardanga to Bongong		22-4-84	12'00	
	Bongong to Khoolna		16-2-84	61'26	
	Total Main line . . . . .	..	...	...	104'51
	<i>Branch—</i>				
	Ranaghat to Bongong	March 1881	16-10-82	20'50	
	Total Branch . . . . .	...	...	...	20'50
	TOTAL, BENGAL CENTRAL . . . . .	.	..	..	125'01

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Bengal Central railway—

(a) The Bengal Central railway is worked under the following contracts:—

Contracts of—26th July 1881.—Bengal Central railway's principal contract with the Secretary of State

5th January 1887.—Contract with the Secretary of State for the construction and working of the Bengal Central railway and for future extensions.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid*—Government guarantee interest at 3½ per cent. in sterling on the company's share capital for term of contract. Land also was provided free of charge.

Under the original contract (1881), the Company was to receive no financial assistance from the Government beyond the payment of interest on capital during construction (the amount so paid, however, being repayable by the Company, with interest, out of surplus profits after the line had been opened). This contract was superseded by that of 1887.

(ii) *Currency of contract*—The contract will remain in force until the 31st December 1980. Government may, however, determine it on the 30th June 1905 or any succeeding 10th year on twelve months' notice, or on six months' notice at any time if the Company fail to observe their obligations or the line is worked at a loss. On the determination of the contract by efflux of time or by notice, the Government are to pay the Company the amount of the par value of the share capital paid to Government.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*.—Net earnings, after providing for repayment to Government of interest (if any) on moneys that may be raised by debentures in excess of the original capital of £ 1,000,000, are divided in proportion of three-fourths to the Secretary of State and one-fourth to the Company.

(v) *Rates and fares*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vi) *General remarks*.—The line was worked for the Company by the Eastern Bengal Railway Company from the 16th October 1882 to the 30th June 1884 and then by the Eastern Bengal State Railway Administration until the 1st January 1897, on which latter date the Company itself took over the working.

2. *General remarks*.—The Bengal Central railway has running powers over the following portions of the Eastern Bengal State railway: Dum-Dum Junction, to Canal Junction 1·61 miles; Canal Junction to Calcutta, 2·96 miles; Canal Junction to Chitpore, 2·00 miles, and Calcutta to Kidderpore Docks, 7·31 miles.

3. Details of construction—

(a) *Permanent-way*.—The permanent-way consists of flat-footed steel rails of the Vignole section, 62 lb. to the yard, laid on sleepers of creosoted pine. S&L sleepers are now being used for renewals instead of creosoted pine, and in all curves S&L sleepers have been put in at the joints in place of creosoted pine sleepers, and they have also been put in at the middle of pairs of rails in some of the curves.

(b) *Ballast*.—At first the line was sand-ballasted, brick ballast, however, being used at bridges and level-crossings and in a few short lengths where the soil was bad, but it was subsequently decided to ballast the portion of the line between Dum-Dum Junction and Singha, including sidings, with brick and this work is completed; also over curves and between Singha and Khoolna where the earth, of which the embankment is composed, is not very good.

(c) *Fencing*.—The line is fenced throughout; iron gates are provided at level-crossings.

(d) *Curves*.—There are no curves under a radius of 1,000 feet.

(e) *Gradients*.—Of a total length of 125·01 miles, 4·33 miles are on a gradient of 1 in 400 or steeper.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
12 (a)	BENGAL DOOARS— (3' 3½" gauge.)				
	<i>Main line—</i>				
	East Bank of the Teesta to Dam Dim	May 1891	15-1-93	31'00	
	Total Main line . . . . .	..	...	...	31'00
	<i>Branch—</i>				
	Lataguri to Ramshaihat	May 1891	11-6-93	5'40	
	Total Branch . . . . .	...	...	...	5'40
	TOTAL OPEN MILEAGE, BENGAL DOOARS . . . . .	...	...	...	36'40
12 (b)	BENGAL DOOARS EXTENSIONS.				
	<i>Main line—</i>				
	Mal (Malbazar) to Chalsa	2-3-98	1-4-01	5'00	
	Barnes Junction (Deomoni Hat) to Baura		20-4-00	28'45	
	Baura to Bhotemari		21-10-00	17'20	
	Bhotemari to Lalmonir Hat		20-11-00	20'35	
	Dam Dim to Oodlabari		1-5-01	3'30	
	TOTAL, OPEN MILEAGE, BENGAL DOOARS EXTENSIONS . . . . .	...	...	...	74'30
	GRAND TOTAL, OPEN MILEAGE, BENGAL DOOARS . . . . .	...	...	...	110'70
	<i>Lines under construction or sanctioned for construction.—</i>				
	<i>Bengal Dooars extensions—</i>				
	Oodlabari to Bagrakote	2-3-98	1-1-02	3'26	
	Chalsa to Hantupara	2-3-98	*1-1-03	39'00	
	Total Lines under construction . . . . .	...	...	...	42'26
	GRAND TOTAL, BENGAL DOOARS . . . . .	...	...	...	152'96

* Probable dates of opening.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Bengal Dooars railway—

(a) The Bengal Dooars railway is worked under the following contracts:—

Contracts of—27th April 1891.—Bengal Dooars railway principal contract.

2nd March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1898 and 1900 (extending period for completion of Malabar-Hantupara extension).

(b) The general conditions of the contracts are as follows.—

(i) *Government aid*.—Land only was provided free of cost.

(ii) *Currency of contracts*.—On the 31st December 1919, and thereafter at intervals of seven years Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company, in the case of the main line, of one and two-fifths of the invested capital and capital liabilities, and, in the case of the extensions, of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent. the capital expenditure and capital liabilities of the company and not less than the capital expended and the capital liabilities. If at any period the main line or extensions should not be worked for six consecutive months, the company can also be called upon to surrender the line and extensions on payment of the actual sum expended up to the date of notice.

(iii) *Terms of working*.—If worked by the Company, the whole of the profits go to the Company. If worked by the Eastern Bengal State railway, the Secretary of State retains each half-year 40 per cent. of the gross earnings, the remaining 60 per cent. being paid to the Company after deduction of income tax payable to Government.

(iv) *Rates and fares*.—

Main line and extensions, Malabar to Hantupara and Dam Dim to Bagrakote—

Certain maxima and minima have been fixed subject to alteration from time to time. If gross receipts reach 12 per cent. on capital, Government may reduce maxima to the extent of 25 per cent., except certain special rates.

Extension from Deomonir Hat to Lalmonir Hat—

Certain maxima and minima have been fixed within which charges can be made.

(v) *General remarks*.—The line was constructed for opening out the Western Dooars and for the development of the tea industry.

2. Details of construction.—

(a) *Permanent-way*.—The line has been laid with 41½ lb. flat-footed steel rails on s&ll sleepers.

(b) *Ballast*.—The line is ballasted throughout with stone.

(c) *Fencing*.—The line is unfenced.

(d) *Curves*.—There are two curves with a radius of 955 feet, the lengths being 0·03 and 0·25 mile.

(e) *Gradients*.—Of a total open mileage of 110·70 miles, 1·59 miles are on a gradient of 1 in 100, or steeper.

Appendix 47.
History of railways.

APPEN*History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
4(a)	BENGAL-NAGPUR SYSTEM— (5' 6" gauge.)				
	COMPANY'S SECTION—				
	<i>Main line—</i>				
	Asansol to Damoodur	12-9-84	12-6-89	5'10	626'69
	Damoodur to Purulia		14-12-89	41'72	
	Purulia to Chakardharpore		23-1-90	72'25	
	Chakardharpore to Gailkera		15-5-90	21'06	
	Gailkera to Jharsuguda		1-2-91	105'09	
	Jharsuguda to Raigarh		20-4-90	44'35	
	Raigarh to Bilaspur		10-2-90	81'90	
	Bilaspur to Raipur		10-1-89	68'35	
	Raipur to Raj-Nandgaon		4-12-88	41'99	
	Raj-Nandgaon to Nagpur		27-11-88	144'88	
	Total Main line . . . . .	...	...
	<i>Branches—</i>				
	<i>Sanctoria coal branch—</i>				
	Damoodur to the Sanctoria collieries	12-9-84	12-6-89	7'03	
	<i>Sambalpur branch—</i>				
	Jharsuguda to Sambalpur	July 1891	1-2-93	30'23	
	<i>Katni branch—</i>				
	Bilaspur to Birsinghpur	12-9-84	1-2-91	142'60	
	Birsinghpur to Umaria		11-5-90	18'48	
	Umaria to Katni		2-11-83	35'88	
	Katni-Murwara junction line . . . . .		..	1'96
				198'94	
	Sini to Khargpur	August 1895	1-6-98	99'50	
	Khargpur to Khal Bridge		17-12-98	34'53	
	Khal Bridge to Rajapur Khal		24-5-00	18'80	
	Rajapur Khal to Howrah		14-12-00	17'50	
				170'33	
	Santragachi to Shalimar	August 1895	15-3-01	3'07	
	Khargpur to Balasore		17-12-98	71'75	
	Balasore to Barang (Cuttack)		10-1-99	116'75	
				188'50	
	<i>Kola river side branch—</i>				
	Rajapur Khal to Kola Riverside Station	January 1899	17-12-98	1'00	
	Khargpur to Cossye river		20-12-99	4'75	
	Right bank of the Cossye river to Midnapore		8-6-01	3'00	
				7'75	
	Total Branches	606'78
	TOTAL, COMPANY'S SECTION	1,233'47
	EAST COAST RAILWAY, NORTHERN SECTION—				
	<i>Main line—</i>				
	Cuttack Road (Barang) to Bhubaneswar	July 1890	1-2-97	10'32	284'75
	Bhubaneswar to Khurda Road		20-7-96	11'76	
	Khurda Road to Ranibha		1-3-96	61'54	
	Ranibha to Berhampur-Ganjam		1-9-95	29'56	
	Berhampur-Ganjam to Palasa		1-4-95	45'76	
	Palasa to Parlakimedi Road (Naupada)		17-12-94	33'11	
	Parlakimedi Road (Naupada) to Vizianagram		20-7-94	55'20	
	Vizianagram to Waltair		15-7-93	37'50	
	Total Main line	284'75
	Carried over	284'75
					1,233'47

* Dates of sanction of original metre gauge lines: Nagpur to Dongargarh, 9th May 1878 and Dongargarh to Raj-Nandgaon, 15th March 1881.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Bengal-Nágpur railway system is made up of—

	Open line Miles.	Under construction Miles.	Total, Miles.
(a) Bengal-Nágpur railway . . . (5' 6" gauge)	1,233'47	177'77	1,411'24
(b) East Coast railway, Northern section (5' 6" gauge)	319'51	.	319'51
(c) Raipur-Dhamtari railway . . . (2' 6" gauge)	56'24	...	56'04
(d) Jubbulpore-Gondia extension . . . (2' 6" gauge)	...	252'67	252'67
(e) Párlakimedi Light railway . . . (5' 6" gauge)	25'00	.	25'00
Total	1,634'22	430'44	2,064'66

2. Bengal-Nágpur railway—

(a) The Bengal-Nágpur railway system (excluding Párlakimedi Light railway) is worked under the following contracts—

Contracts of—9th March 1887, Bengal-Nágpur Railway Company's principal contract.

31st December 1891.—Contract for the construction and working of a branch line from Sambalpur Road station on the main line to Sambalpur.

27th June 1901.—As to the raising of debenture capital for the construction of the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.

23rd January 1902.—Contract for the construction and working of the Raipur-Dhamtari (2' 6" gauge) feeder line with a branch to Rajim; an extension (5' 6" gauge) from Sini and Midnapore to Howrah, with branches from Midnapore to Cuttack and the Jherriah coal fields, a line (2' 6" gauge) from Gondia to Jubbulpore with branches from Neipur to Mandla, Neipur to Seoni, Seoni to Chindwara, and for the working of the Northern section of the East Coast State railway as part of the undertaking.

(b) The general conditions of the contracts are as follows—

(i) *Government aid*.—Government guarantee interest in sterling at 4 per cent. per annum on £3,000,000 share capital, on any further capital that may be required, the guarantee to be 4 per cent. or such other rate as may be agreed upon. Land also was provided free of charge.(ii) *Terms of contract*.—The contract provides for the Company raising £3,000,000, any further money required being either provided by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such period and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.(iii) *Currency of contract*.—*Principal contract*.—Government may determine the contract, by giving twelve months' previous notice, on the 31st December 1913, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fail to fulfil their obligations, or the line be worked at a loss. On the termination of the contract, the Company are to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid in by the Company.*Sambalpur branch contract*.—The contract for this branch brings it within the provisions of the original contract of 9th March 1887, but provides that the Government may purchase the branch at any time after 1st January 1895, on giving twelve months' notice.*Contract of 23rd January 1902. Northern section, East Coast State railway*.—Government, may at any time, by giving six months' previous notice, require the Company to re-transfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances and without compensation in respect of such re-transfer.(iv) *Power of Company to surrender contract*.—Nil(v) *Terms of working*.—Three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between Government and the Company in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast railway, bear to the gross earnings of the latter section.(vi) *Rates and fares*.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates. The Madras railway have the power to quote through rates in the direction of Madras from Bengal-Nágpur stations between Cuttack and Waltair. The Bengal-Nágpur railway have similarly power to quote rates from Madras railway stations Tadepalli and Cuttack in the direction of Calcutta.(vii) *General remarks*.—The Northern section of the East Coast State railway (an aggregate length of 319'51 miles) was transferred to the Bengal-Nágpur Railway Company on the 1st January 1901, to be incorporated in their undertaking as an integral part of it.

Appendix 47.
History of railways.

APPEN*History of railways constructed and in progress*

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
4 (a)	BENGAL-NAGPUR SYSTEM—concluded.			Miles.	Miles.
	Brought forward	...	...	...	1,233'47
	<i>Branches—</i>				284'75
	<i>Visagapatani branch—</i>				
	Waltait to Vizagapatani, including wharf and Swamp lines	...	1-10-94	4'97	
	<i>Puri branch—</i>				
	Khurda Road to Puri	} July 1895 {	1-2-97	25'34	
	Temporary Puri station to new Puri station		1-6-98	1'84	
				27'18	
	Naupala Salt factory	...	7-6-00	2'61	
	Total Branches	...	...		34'76
	TOTAL, EAST COAST RAILWAY, NORTHERN SECTION	...	...	...	319'51
4 (b)	RAIPUR-DHAMTARI. (2' 6" gauge)				
	<i>Main line—</i>				
	Raipur to Kurud	} 3-5-97 {	10-7-00	31'50	
	Kurud to Dhamtari		17-12-00	14'24	
	Total Main line	...	...	...	45'74
	<i>Branch—</i>				
	Abhanpur to Rajim	...	15-10-00	10'50	
	Total Branch	...	...	...	10'50
	TOTAL, RAIPUR-DHAMTARI	...	...	...	56'24
4 (c)	PARLAKIMEDI LIGHT (2' 6" gauge.)				
	Naupala to Parlakimedi	14-3-98	1-1-00	25'00	25'00
	TOTAL, OPEN MILEAGE, BENGAL-NAGPUR SYSTEM	...	...	...	1,634'22
	<i>Lines under construction or sanctioned for construction—</i>				
	COMPANY'S SECTION—				
	Midnapore to Bujudih	1-6-01	Jan'y. '03 *	114'77	
	Bujudih to Hachapur	9-12-01	...	27'90	
	Houghly foreshore to Kidderpore Docks	...	...	0'60	
	Ramkanah to Nodercha	17-7-01	...	9'48	
	Colliary lines	9-12-01	...	25'02	
	Total Lines under construction, Company's section	...	...	...	177'77
4 (d)	JUBILPORE-GONDIA EXTENSION— (2' 6" gauge.)				
	<i>Main line—</i>				
	Jubilpore to Gondia	29-7-01	...	143'43	143'43
	<i>Branches—</i>				
	Nainpur to Mandla	} 25-1-01 {	...	21'75	
	Nainpur to Soni		...	47'13	
	Soni to Chindwara		...	40'36	
	Total Branches	...	...	...	109'24
	Total Jubilpore-Gondia extension	...	...	...	252'67
	Grand total, lines under construction	...	...	...	430'44
	GRAND TOTAL, BENGAL-NAGPUR SYSTEM	...	...	...	2,064'66
10 (b)	BEZWADA EXTENSION— (See Nizam's Guaranteed State system.)				

* Probable date of opening.

on the 31st December 1901, alphabetically arranged.

REMARKS.

3. Párlakimedi Light railway—

(a) The Párlakimedi Light railway is worked on the terms in Madras Government Public Works Department Order, No. 570 Railway, dated the 12th May 1899.

(b) The general conditions are as follows:—

(i) *Terms of working*—The line is worked solely at the expense of the Rajah of Párlakimedi.

(ii) *Rates and fares*—Rates and fares varying between the minima and 25 per cent. above the maxima sanctioned from time to time for the East Coast State railway may be charged.

(iii) *General remarks*—On the 20th May 1901 the Indian Railways Act, IX of 1899, except section 135, was applied to the line. The working of this railway has been taken over by the Bengal-Nagpur railway from the 1st January 1902 and the terms are under consideration.

4. General remarks—A length of 198 miles of this railway at Katni is worked over by the Great Indian Peninsula railway. The Bengal-Nagpur railway works over 0.30 mile of the East Indian railway at Katni, 0.50 mile at Asansol, 1.00 mile at Howrah and 0.65 mile of the Great Indian Peninsula railway at Nágpur; and has also running powers over the Waltair-Vizagapatam section (including the wharf and swamp lines) of the North-East line of the Madras railway.

5. Details of construction—

(a) *Permanent-way*—On the main line the rails are 75 lb. steel, flat-footed, 30 feet long, laid on 10 transverse steel sleepers and two wooden sleepers per rail, except between Nágpur and Kamptee, where 12 steel sleepers per rail are used. On the Bilaspur-Umaria section, 75 lb. flat-footed steel rails are laid on 10 transverse steel sleepers and 2 sal sleepers at the joints, except between Khongsara and Khodri, where steel sleepers to the rail are used. The Sambalpur branch is laid with the same type of permanent-way as on the main line, but no sal sleepers have been added at rail joints. The Umaria-Katni section was originally laid with second hand East Indian railway permanent-way on timber sleepers (82 lb. rails on three-fourths of the distance and 74 lb. rails on the remainder) but is now relaid with 75 lb. flat-footed rails on transverse steel sleepers. The Sim-Cuttack-Cuttack section is laid with 85 lb. steel rails on cast iron pot sleepers. The Calcutta-Waltair section is laid with 75 lb. flat-footed steel rails with 5 holed fish-plates on wooden and steel pre-pod sleepers.

Raipur-Dhamtari railway—Laid with 31 lb. flat-footed steel rails on sal sleepers.

Párlakimedi Light railway—Laid with 30 lb. flat-footed steel rails and transverse wooden sleepers.

(b) *Ballast*—

Bengal Nágpur railway—Ballasted throughout with good stone, except for a few miles on the Chakradharpore district, where laterite is used.

Raipur-Dhamtari railway—Moorum or sand and stone in a few cuttings.

Párlakimedi Light railway—The line is ballasted throughout.

(c) *Tunnels*—The following are the tunnels of 500 feet length and over—Suranda (between Manhai-pur and Gailkhera), 1,641 feet, Bhaotank (between Khongsara and Khodri), 1,000 feet; and Durekasa (between Sakasa and Durekasa), 735 feet.

(d) *Bridges*—The following are the important bridges of 1,000 feet length and over—Kánhan (between Kamptee and Salwa), 6 spans of 170 feet and 2 spans of 60 feet, Wein-gang (between Tumsar Road and Indra), 9 spans of 150 feet, Sheonath No. I (between Mampur and Durg), 7 spans of 150 feet; Sheonath No. II (between Nipania and Bilha), 14 spans of 150 feet, Haso (between Naila and Chámpa), 5 spans of 200 feet and 2 spans of 30 feet; Mand (between Kharsia and Náhaipali), 9 spans of 100 feet and 2 spans of 30 feet, Eeb (between Bilpahar and Jharaguda), 9 spans of 150 feet, Brahmini (between Kulunga and Rourkela), 9 spans of 150 feet and 1 span of 60 feet; Dimodur (between Rámkánali and Dimodur), 10 spans of 200 feet and 2 spans of 100 feet, Subantrikha (between Asanbom and Moholia), 10 spans of 100 feet; Koakhaye (between Barang and Cuttack), 20 spans of 150 feet, Kathjori (between Barang and Cuttack), 18 spans of 150 feet, Mithamudi (between Cuttack and Kapilas Road), 64 spans of 100 feet, Beruopa (between Cuttack and Kapilas Road), 16 spans of 100 feet, Brahmini (between Jenapur and Vyas Soroar), 20 spans of 150 feet; Byturnee (between Jajpur Road and Kenduapada), 15 spans of 150 feet, Subantrikha (between Mohurbhanj and Jellasoie), 11 spans of 150 feet and 2 spans of 60 feet, Roopnarain (at mile 667), 7 spans of 300 feet and 4 spans of 100 feet, and Midnapore (Cossye river, between Khagpur and Midnapore), 16 spans of 100 feet, and Rush Kulya (between Chotrapur and Ganjam), 10 spans of 150 feet.

(e) *Fencing*—The line is unfenced except between Nágpur and Kamptee and at the more important stations and at some of the station yards and first class level crossings on the Barang-Waltair section.

Párlakimedi Light railway—The line is fenced where it runs along the public road.

(f) *Curves*—On the Bengal-Nágpur railway, there is only one curve under a radius of 1,000 feet on the Sanctoria Coal branch, the length of which is 0.28 mile and radius 800 feet. On the Raipur-Dhamtari branch, there are five curves of less than 1,000 feet, aggregating 12 miles in length.

(g) *Gradients*—Of a total open mileage of 1,634.22 miles, 79.03 miles are on a gradient of 1 in 100, or steeper.

Appendix 47.
History of railways.
APPEN*History of railways constructed and in progress*

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
20 (a)	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM.-- (3' 3½" gauge.)				
	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR—				
	Bhāvnagar to Wadhwan	19-3-79	20-12-80	*105'19	
	Dhola to Dhoraji	19-3-79	19-1-81	88'38	
	Dhoraji to Porbandar	24-1-88	17-12-89	†169'07	
	Porbandar to Porbandar Bandar		15-3-90	1'35	
	Jetalsar to Junágad	24-12-86	1-9-88	16'00	
	Junágad to Veraval (including Junágad quarry line)		1-2-89	‡153'55	
	Veraval to Veraval Bandar		1-12-90	0'30	
	TOTAL, BHÁVNAGAR-GONDAL-JUNÁGAD- PORBANDAR PROPER.	...	...	...	333'84
20 (b)	JAMNAGAR— (3' 3½" gauge.)				
	Rājkot Junction to Bedi Bandar	Oct. 1893	8-1-07	54'28	
	TOTAL, JAMNAGAR	...	...	...	54'28
20 (c)	JETALSAR -RAJKOT— (3' 3½" gauge.)				
	Jetalsar Junction to Rājkot	Feb. 1892	12-4-03	46'23	
	TOTAL, JETALSAR-RAJKOT	...	...	...	46'23
	Carried over	...	...	...	434'35

* Of this, the Bhāvnagar Dock estate line, 0'87 mile,

† Of this, the Porbandar Dock estate line, 1'35 miles,

‡ Of this, the Junágad quarry line, 0'35 miles, and

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Bhavnagar-Gondal-Junagad-Porbandar railway system is made up of—

	Open line. Miles
(a) Bhavnagar-Gondal-Junagad-Porbandar railway (3' 3½" gauge)	333·84
(b) Jamnagar railway (3' 3½" gauge)	54·28
(c) Jetalsar-Rajkot railway (3' 3½" gauge)	46·23
(d) Dhrangadra railway (3' 3½" gauge)	20·83
Total	455·18

2. Bhavnagar-Gondal-Junagad-Porbandar railway system—

(a) The Bhavnagar-Gondal-Junagad-Porbandar railway system is worked under the following agreements:—

Agreements of—1st January 1897.—For the management and working of the "Integral Railways" as one system by a Board of Control.

8th April 1897.—Jamnagar railway } For management and working by
12th April 1897.—Jetalsar-Rajkot railway } the Bhavnagar-Gondal-Junagad-Por-
1st June 1898.—Dhrangadra railway } bandar Railway Administration.

(b) The general conditions of the agreements are as follows:—

(i) *Government aid*.—Nil.

(ii) *Terms of agreement*.—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President and one nominee from each of the proprietary states of Bhavnagar, Gondal, Junagad and Porbandar. The existing lines owned by those states are separately and entirely described as the "Integral railways" and their combination is termed the "Open system." The decisions of the Board of Control are based on the majority of votes recorded ("Members' single votes" and "Proprietary votes"). "Members' single votes" prevail at special meetings where each member has one vote, while "Proprietary votes," i.e., votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.

(iii) *Duration of agreement*.—Bhavnagar-Gondal-Junagad-Porbandar railway system.—The term of the principal agreement for the working of the Bhavnagar-Gondal-Junagad-Porbandar railway proper is from the 1st January 1897 to the 31st December 1900. Until a new agreement has been adopted, the terms of this agreement remain in force.

(iv) *Power of Board to determine agreement*.—By unanimous vote, the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution, no changes can otherwise be made until expiry of three months from date of passing such resolution. Any proprietary state can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

(v) *Terms of working*.—Bhavnagar-Gondal-Junagad-Porbandar railway.—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the Capital and Revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways, as may require apportionment, is divisible as prescribed in Appendix A to the agreement. The Bhavnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, all receipts of the entire open system being paid into the Bhavnagar State Treasury. All funds for major capital works are provided by the integral railway concerned or by special arrangement with the Bhavnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7½ per cent. interest on the paid up value of all property in occupancy for open system purposes, to compensation for losses for works and buildings falling into disuse, and to 7½ per cent. per annum for any additional accommodation required by the open system.

Jamnagar railway —
Jetalsar-Rajkot railway —
Dhrangadra railway —

{ The Board of Control work the railways at 40 per cent. of gross earnings of each railway, plus actual expenditure incurred on the maintenance of way, works and stations; and supply rolling-stock at 5 per cent. of gross earnings to the Jetalsar-Rajkot and Dhrangadra railways.

(vi) *Rates and fares*.—Bhavnagar-Gondal-Junagad-Porbandar railway system.—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system, but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway: provided that such alteration be not prejudicial to the interests of any other integral railway.

is worked for goods traffic only.

is worked for goods traffic only.

Junagad Dock estate line, 0·30 mile, are worked for goods traffic only.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
20 (a)	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM—concluded.				
	Brought forward . . . . .	...	...	...	434'35
20 (d)	DHRANGADRA— (3' 3½" gauge.)				
	Wadhwan Junction to Dhrangadra—	23-12-97	1-6-98	20'83	
	TOTAL, DHRANGADRA . . . . .	...	...	..	20'83
	GRAND TOTAL, BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM.	...	...	...	455'18
8 (g)	BHOPAL-ITARSI— (See Great Indian Peninsula system.)				
8 (f)	BHOPAL UJJAIN— (See Great Indian Peninsula system)				
8 (e)	BINA-GOONA-BARAN— (See Great Indian Peninsula system.)				
21 (e)	BIRUR-SHIMOGA— (See Southern Mahratta system.)				

DIX 47—continued.

Appendix 47.
History of railways.

on the 31st December 1901, alphabetically arranged.

REMARKS.

3. Details of construction—

- (a) *Permanent-way*.—The permanent-way consists of 41½ lb. steel flat-footed rails, laid mostly on creosoted pine and deodar sleepers.
- (b) *Ballast*.—With the exception of one or two short lengths ballasted with kunkur, the line is laid with a good quality of broken stone ballast.
- (c) *Bridges*.—The only important bridge is the Oajat (between Shahpur and Lushala), 7 spans of 100 feet and 3 spans of 133 feet.
- (d) *Fencing*.—The line is practically unfenced throughout its length.
- (e) *Curves*.—There are no curves under a radius of 1,000 feet.
- (f) *Gradients*.—Of a total open mileage of 455·18 miles on the system, 122·09 miles are on a gradient of 1 in 150 to 200, or steeper.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—				
	COMPANY'S SECTION. (5' 6" gauge.)				
	<i>Main line—</i>				
	Colaba to Marine lines	May 1856	18-1-70	2'00	
	Marine lines to Charni Road	1868	19-6-69	0'75	
	Charni Road to Bellasis Road		13-9-68	0'75	
	Bellasis Road to Dulsār		28-11-64	121'00	
	Dulsār to Navsāri		2-9-61	24'25	
	Navsāri to Sachin		20-5-61	9'25	
	Sachin to Surat		18-3-61	9'00	
	Surat to Amroli		19-11-60	2'25	
	Amroli to Anklesvar		10-2-60	28'75	
	Anklesvar to the Nerbudda		5-12-60	5'50	
	Nerbudda to Broach	1857	22-6-60		
	Broach to Baroda	and	9-1-61	43'75	
	Baroda to Dholia	1859	22-4-61	11'25	
	Dholia to Mehmadaabad		3-9-62	33'25	
	Mehmadaabad to Ahmedabad		21-1-63	17'89	
	Ahmedabad to Sābarmati	Octo-	1-1-70	3'75	
	Sābarmati to Sānand	ber	24-5-71	13'75	
	Sānand to Viramgām	1870	30-11-71	22'75	
	Viramgām to Wadhvān	24-10-70	25-5-72	39'68	
	Total Main line . . . . .	...	...	...	389'57
	<i>Branches—</i>				
	<i>Godhra branch—</i>				
	Anand to Dakor	5-11-73	8-4-74	16'75	
	Dakor to Rukhyal		6-1-75	1'75	
	Rukhyal to Hungari . . . . .	...	6-12-76	19'00	
	Hungari to Pāh . . . . .	...	29-1-77	4'71	
	Pāh to Godhra . . . . .	...	26-2-82	17'00	
	<i>Pātri branch—</i>			49'21	
	Kharāghda to Viramgām	13-6-71	12-5-73	22'12	
	Total Branche . . . . .	...	...	.	71'33
	TOTAL OPEN MILEAGE, COMPANY'S SECTION . . . . .	...	...	...	460'90
	DOUBLE LINE, COMPANY'S SECTION—				
	Colaba to Marine lines . . . . .	...	18-1-70	1'01	
	Marine lines to Charni Road . . . . .	...	19-6-69	0'71	
	Charni Road to Bellasis Road . . . . .	...	13-9-68	1'29	
	Bellasis Road to Māhim . . . . .	...	20-7-65	5'44	
	Māhim to Bāndra . . . . .	...	23-2-66	1'07	
	Bāndra to Santa Cruz . . . . .	...	23-5-66	1'83	
	Santa Cruz to Andheri . . . . .	...	29-8-67	2'71	
	Andheri to Bhāyandar . . . . .	...	27-4-85	13'33	
	Bhāyandar to Virār . . . . .	...	1-10-85	10'34	
	Virār to Pālghar . . . . .	...	1-12-97	19'28	
	Pālghar to Dahann Road . . . . .	...	17-1-98	20'37	
	Dahann Road to Gholvad . . . . .	...	20-4-00	6'68	
	Gholvad to Daman Road . . . . .	...	18-10-00	23'19	
	Sachin to Kankra Khār . . . . .	...	4-7-87	6'36	
	Kankra Khār to Surat . . . . .	...	5-6-68	2'72	
	Carried over . . . . .	...	...	117'23	460'90

REMARKS.

1. Lines comprising system.—The Bombay, Baroda and Central India railway system is made up of—

		Open line Miles.	Under construction. Miles.	Total. Miles.
(a)	Bombay, Baroda and Central India railway (5' 6" gauge)	460.90	...	460.90
(b)	Tápti Valley railway (5' 6" gauge)	155.48	...	155.48
(c)	Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge)	21.50	...	21.50
(d)	Petlad-Cambay railway (Tarapur-Cambay section) (5' 6" gauge)	10.90	...	10.90
(e)	Nágda-Ujjain railway (5' 6" gauge)	34.32	...	34.32
(f)	Godhra-Rutlam-Nágda railway (5' 6" gauge)	141.14	...	141.14
(g)	Rajputana-Malwa railway (3' 3 1/2" gauge)	1,648.36	...	1,648.36
(h)	Ahmedabad-Paránti railway (3' 3 1/2" gauge)	54.70	...	54.70
(i)	Pálanpur-Decsa railway (3' 3 1/2" gauge)	17.28	...	17.28
(j)	Gackwar's Mehsana railway (3' 3 1/2" gauge)	92.63	...	92.63
(k)	Gackwar's Dálhol railway (2' 6" gauge)	78.80	...	78.80
(l)	Rajpipla railway (2' 6" gauge)	37.37	...	37.37
(m)	Jáipur railway (3' 3 1/2" gauge)	...	72.85	72.85
(n)	Vijapur-Kalol-Kadi railway (3' 3 1/2" gauge)	...	41.80	41.80
(o)	Ahmedabad-Dholka railway (3' 3 1/2" gauge)	...	33.46	33.46
	Total	2,753.40	146.11	2,901.51

2. Bombay, Baroda and Central India railway—

(a) The Bombay, Baroda and Central India railway. Company's section, is worked under the following contracts:—

Contracts of—21st November 1855—for the construction and working of a line from Surat to Baroda and thence to Ahmedabad.

2nd February 1859—for the construction and working of a line from Bombay to Surat.

17th November 1871—for the construction and working of a line from Vítamgam to Wálhwan.

1st February 1901—as to share of working expenses debitable to branch lines worked.

(b) The general conditions of the contracts are as follows —

(i) *Government aid*—Guarantee of interest in sterling at 5 per cent. for the term of the contract. On some portion of the share capital and on debentures lower rates of interest also are guaranteed.

(ii) *Currency of contracts*—The contracts are current for a period of 99 years from 1855 when the line becomes the property of Government on payment of the actual capital outlay in sterling. The Government may however, determine the contract by purchase after the expiration of 25 or 50 years of the term namely in 1880 or 1905, at the mean market value of the shares during the three preceding years, possession being taken of the railway at the half-yearly day next but one following the notice. The Government may also determine the contract at any time, on giving three months' notice, if the Company fail to observe obligations. In such case, Government repay the capital expended.

NOTE.—The Government relinquished their right to determine the contract at the end of the 25th year, and the only remaining opportunity of giving notice of purchase will be in 1905 (within six months of the 1st of May).

(iii) *Power of Company to surrender contract*.—The Company may surrender, on six months' notice, at any time, receiving back the capital expended.

(iv) *Terms of working*—Surplus profits, after repayment of the guaranteed interest of each half-year, are divided equally between Government and the Company, the interest payments being calculated for the purpose of this division at 11. 10d. to the rupee.

Appendix 47.
History of railways.

APPEN*History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM — <i>contd.</i>			Miles.	Miles.
	Brought forward . . . . .	...	...	117'23	460'90
	DOUBLE LINE—<i>concluded.</i>				
	Surat to Amroli . . . . .	...	9-10-67	2'19	
	Amroli to Sayan . . . . .	...	25-5-98	6'43	
	Sayan to Kim . . . . .	...	1-10-98	6'33	
	Kim to Anklesvar . . . . .	...	11-12-99	16'16	
	Broach to Miyagam . . . . .	...	15-10-99	25'42	
	Miyagam to Itola . . . . .	...	15-9-97	7'82	
	Itola to Baroda . . . . .	...	7-6-95	10'77	
	Barjaldi to Ahmedabad . . . . .	...	2-6-87	10'21	
	TOTAL DOUBLE LINE, COMPANY'S SECTION . . . . .	...	...	*202'56	
9 (b)	TAPTI VALLEY. (5' 6" gauge.)				
	Kankra Khari to Vyāra . . . . .	...	1-12-98	35'59	
	Vyāra to Chinchpaula . . . . .	...	10-7-99	36'55	
	Chinchpaula to Nāndarhar . . . . .	...	8-10-99	25'20	
	Nāndarhar to Dondache . . . . .	...	11-11-99	21'44	
	Dondache to Nārdūna . . . . .	...	25-11-99	19'78	
	Nārdūna to Amalner . . . . .	...	15-3-00	16'02	
	TOTAL, TAPTI VALLEY . . . . .	...	...	.	155'48
9 (d)	PETLAD-CAMBAY (ANAND-TARAPUR SECTION)— (5' 6" gauge.)				
	Anand to Petlad	Dec. 1888	5-5-90	13'17	
	Petlad to Tarapur	4-7-99	20-6-01	8'3	
	TOTAL PETLAD-CAMBAY (ANAND-TARAPUR SECTION) . . . . .	...	...	...	21'50
9 (e)	PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION) — (5' 6" gauge.)				
	Tarapur to Cambay	4-7-99	20-6-01	10'92	
	TOTAL, PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION) . . . . .	...	...	...	10'92
	GRAND TOTAL, PETLAD-CAMBAY . . . . .	...	...	...	32'42
9 (e)	NAGDĀ-UJJAIN— (5' 6" gauge.)				
	Nagdā to Ujjain	17-12-94	15-7-96	34'32	
	TOTAL NAGDĀ-UJJAIN				34'32
9 (f)	GODHRA-RUTLAM-NAGDĀ— (5' 6" gauge.)				
	Godhra to Limkhēra	29-10-90	16-1-93	25'09	
	Limkhēra to Dohad		7-3-94	19'55	
	Dohad to Rutlam		22-10-94	70'46	
	Rutlam to Nagdā	12-94	11-5-96	26'04	
	TOTAL, GODHRA-RUTLAM-NAGDĀ . . . . .	...	...	...	141'14
	Carried over . . . . .	...	...	...	824'26

* Excluding 49'36 miles from Daman Road to Sachin and 5'19 miles from Anklesvar to Broach under construction.

DIX 47—continued.

on the 31st December 1901, alphabetically arranged.

REMARKS.

2. Bombay, Baroda and Central India railway—concluded.

(b) General conditions—concluded.

- (v) *Rates and fares*.—Under the contract, Government fix a maxima which cannot be altered by Government until the net receipts exceed 10 per cent on the capital outlay, and which cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company, by an executive order, to vary their rates within the prescribed maxima without reference to Government.

3. Tapti Valley railway—

(a) The Tapti Valley railway is worked under the following contracts:—

Contracts of—28th August 1896 (between the Secretary of State and the Tapti Valley Railway Company) for construction.

30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(b) The general conditions of the contracts are as follows.—

- (i) *Government aid*.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tapti Valley railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, plus a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory is also provided free.

- (ii) *Currency of contract*.—Government may, by giving 12 months' notice, determine the contract on the 31st December 1931, or at the end of any subsequent period of 20 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company or be less than such capital expenditure, or Government may determine it on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.

- (iii) *Power of Company to surrender contract*.—Nil.

- (iv) *Terms of working*.—Government undertake to construct (from funds supplied by the Company) work and maintain the line through State or other agency, the necessary rolling-stock being supplied by the working agency. The general working expenses of the system, excluding the 2' and 2' 6" gauge lines, are divided in proportion to the gross earnings of the component parts of the Tapti Valley railway, being debited with the share thus arrived at, subject to a maximum charge of 44 per cent. of its gross earnings for the year. The residue of the gross earnings is payable to the Tapti Valley Railway Company.

- (v) *Rates and fares*.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.

4. Petlad-Cambay railway (Anand-Tarapur section)—

(a) The Petlad-Cambay railway (Anand-Tarapur section) is worked under the following—

Agreement of—5th May 1890 (between the Government of His Highness the Garkwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

Appendix 47.
History of railways.

APPEN*History of railways constructed and in progress . 4*

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage ¹	Total.
				Miles.	Miles.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—continued.				
	Brought forward	...	...	...	824.26
9 (g)	RAJPUTANA-MALWA— (3' 3½" gauge.)				
	RAJPUTANA SECTION—				
	<i>Main line—</i>				
	Jumna East bank to Agra Cantonment . . . . .	...	1-1-76	...	3'07*
	Delhi to Rewāri	1-3-70	14-2-73	51.25	
	Rewāri to Alwar	14-8-72	15-9-74	40.25	
	Alwar to Bāndikui		7-12-74	37.75	
	Bāndikui to Dausa		20-4-74	17.75	
	Dausa to Jaipur	20-10-71	12-10-74	38.00	
	Jaipur to Phulera		1-3-75	34.25	
	Phulera to Ajmer	9-4-73	1-1-75	49.75	
	Ajmer to Beāwar		15-5-78	32.25	
	Beāwar to Haripūr		12-8-79	21.00	
	Haripūr to Sujat Road	4-9-76	20-10-80	20.50	
	Sujat Road to Pālanpur		1-1-81	148.00	
	Pālanpur to Ahmedabad		15-11-79	83.00	
	Total Main line . . . . .	...	...	...	579.75
	<i>Branches on Rajputana section—</i>				
	<i>Farukhnagar Salt branch—</i>	1-3-70	14-2-73	7.75	
	<i>Agra branch—</i>				
	Bāndikui to Bhurtpur	20-10-71	24-4-74	60.50	
	Bhurtpur to Agra Fort		11-8-73	34.14	
	Agra Fort to Jumna East bank		1-1-76	1.50	
				96.14	
	<i>Sambhar Lake Salt branch</i>	8-4-73	1-3-75	4.50	
	<i>Japog extension</i>	14-7-75	Oct. 76	4.50	
	<i>Extension of Sambhar branch to Jhōwra</i>	15-5-78	20-12-79	17.00	
	<i>Kankarōla siding</i>		15-2-81	1.25	
	<i>Additional salt sidings in the Sambhar lake</i>	...	1-9-91	5.02	
	Total Branches . . . . .	....	...	...	136.16
	TOTAL, RAJPUTANA SECTION . . . . .	...	...	...	718.98
	Total, Rajputana Malwa, carried over . . . . .	...	...	...	718.98
	Total, Bombay, Baroda and Central India Railway system carried over . . . . .	...	...	...	824.26

* These 307 miles are laid on both the 5' 6" and 3' 3½" gauges, except on the Jumna bridge where a mixed gauge is laid

on the 31st December 1901, alphabetically arranged.

REMARKS.

4. Petlad-Cambay railway (Anand-Tarapur section)—*concl'd*

(b) The general conditions are as follows :—

- (i) *Government aid.*—The line is the property of the Baroda State.
- (ii) *Currency of agreement.*—The agreement is current for a period of three years.
- (iii) *Power to determine agreement.*—Either party may terminate the agreement at any time on giving one year's notice.
- (iv) *Terms of working.*—The railway is debited with a share of the working expenses of the system excluding 2' and 2' 6" gauge lines in proportion to the total earnings of the Petlad-Cambay and Gaekwar's Mehsana railways.
- (v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible to conform to those generally in force on the Bombay, Baroda and Central India railway.

5. Petlad-Cambay railway (Tarapur-Cambay section)—No agreement has as yet been executed for the working of this line.

6. Nagda-Ujjain railway—

(a) The Nagda-Ujjain railway is worked under the following —

Agreement of—15th July 1896 (between His Highness, the Maharaja of Scindia and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(b) The general conditions are as follows :—

- (i) *Government aid.*—The line is the property of the Scindia State.
- (ii) *Currency of agreement.*—
- (iii) *Power to determine agreement.*— } The agreement may be terminated at any time after 15th July 1896, on one year's notice from either party expiring on the 30th June or 31st December in any year.
- (iv) *Term of working.*—The railway is debited with a share of the working expenses of the system, excluding 2' and 2' 6" gauge lines, in proportion to the total earnings of the Nagda-Ujjain railway.
- (v) *Rates and fares.*—To conform to those generally in force on the Godhra-Rutlam-Nagda railway.

7. Godhra-Rutlam-Nagda railway—

(a) The Godhra-Rutlam-Nagda railway is worked under the following contracts :—

Contract of—5th October 1893 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Godhra-Rutlam railway.

1st October 1897 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Rutlam-Nagda railway.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(For terms of contracts—see Rajputana-Malwa railway, paragraph 8 *et seq.*)

8. Rajputana-Malwa railway—

(a) The Rajputana-Malwa railway is worked under the following contracts :—

Contracts of—24th September 1884 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintaining and working the Rajputana-Malwa railway.

16th March 1888. Contract supplemental to that of 1884 for maintaining and working the Cawnpore-Achnera railway.

8th November 1889. Contract supplemental to that of 1884 for maintaining and working the Brindaban branch.

1st February 1901. Contract modifying that of 1884.

(b) The general conditions of the contracts are as follows :—

- (i) *Government aid.*—The line is the property of the State.
- (ii) *Currency of contract.*—The duration of the contract is up to the 31st December 1905.
- (iii) *Power of company to surrender contract.*—Nil.
- (iv) *Terms of working.*—The working expenses of the system, excluding 2' and 2' 6" gauge lines, are pooled, and divided between the component parts of the system in proportion to the gross earnings of each. The net earnings thus arrived at of the Rajputana-Malwa, 3' 3½" gauge, and Godhra-Rutlam-Nagda, 5' 6" gauge, railways, are paid in full to Government.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—contd.				
	Total Bombay, Baroda and Central India Railway system, Brought forward	...	...	..	824'26
	Total Rajputana-Malwa, Brought forward	...	...	...	718'98
9 (g)	Rajputana-Malwa—contd. (3' 3½" gauge.)				
	MALWA SECTION—				
	<i>Main line—</i>				
	Khandwa to Sanāwād	8-1-72	1-2-74	34'25	
	Sanāwād to Mortakka		1-4-74	3'50	
	Mortakka to Choral		20-1-75	20'50	
	Choral to Mhow		1-1-78	15'69	
	Mhow to Indore		3-8-76	13'00	
	Nerbudda bridge	29-10-73	5-10-76	...	
	Indore to Fatehabad		3-8-76	25'23	
	Fatehabad Junction to Rutlam		11-7-78	48'75	
	Rutlam to Jaora	5-10-77	25-2-80	20'50	
	Jaora to Mandsaur		8-4-80	31'75	
	Mandsaur to Neemuch		2-7-80	30'25	
	Neemuch to Nimbahera	30-4-79	10-3-81	16'40	
	Nimbahera to Chitorgarh		10-3-81	17'65	
	Chitorgarh to Nasirabad		1-12-81	100'65	
	Nasirabad to Ajmer	14-4-74	14-2-76	14'15	
	Total Main line	...	...	.	392'27
	<i>Branch on Malwa section—</i>				
	<i>Ujjain branch—</i>				
	Fatehabad to Ujjain	20-10-73	3-8-76	12'00	14'85
	Ujjain branch extension across the Sipra river to Ujjain city	6-12-82	1-3-84	2'86*	
	Total Branch	.	..		
	TOTAL, MALWA SECTION	.	...	...	407'15
	CAWNPORE-ACHNERA SECTION—				
	<i>Main line—</i>				
	Cawnpore to Kanauj	13-10-78	15-12-80	40'51	239'34
	Kanauj to Farukhabad		1-2-81	36'50	
	Farukhabad to Kasganj	13-7-82	1-4-84	67'00	
	Kasganj to Hathras		1-7-84	54'00	
	Hathras to Muttra	April 1874	19-10-75	29'00	
	Jumna bridge	July 1882	1-7-84	1'00	
	Muttra to Achnera	Feb. 1880	7-11-81	22'33	
	Total Main line	...	...
	<i>Branches on Cawnpore-Achnera section—</i>				
	<i>Bishmunagar branch.</i>	18-3-81	10-11-85	5'00	21'32
	<i>Siron branch</i>	16-3-83	4-1-85	9'00	
	<i>Lirindaban branch</i>	4-5-88	26-5-89	7'32	
	Total Branches	...	...
	TOTAL, CAWNPORE-ACHNERA SECTION	.	...	...	260'66
	REWARI-BHATINDA-FAZILKA SECTION—				
	<i>Main line—</i>				
	Rewari to Hisar	13-9-81	20-3-83	89'00	†1261'57
	Hisar to Sirsa	8-10-82	1-1-84	50'50	
	Sirsa to Kot Kapura		1-10-84	72'07	
	Kot Kapura to Fazilka		1-1-85	50'00	
	TOTAL, REWARI-BHATINDA-FAZILKA SECTION	...	...	...
	GRAND TO. RAJPUTANA-MALWA	...	...	...	1,648'36
	Carried over	...	...	...	2,472'62

* Includes 2'10 miles, 5' 6" gauge, from Sipra Junction to station opened in 1899.
† Includes 26'28 miles of mixed gauge between Kot Kapura and Bhatinda.

on the 31st December 1901, alphabetically arranged.

REMARKS.

8. Rajputana-Malwa railway—concl'd.

(b) General conditions—concl'd.

(v) *Rates and fares.*—Maximum and minimum rates and fares have been fixed within which the Company are authorised to vary the rates.

(vi) *General remarks.*—The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

The Cawnpore-Achhnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway, but Government reserve the right to take back the line at any time.

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company from the 1st January 1885.

9. Ahmedabad-Parantij railway—

(a) The Ahmedabad-Parantij railway is worked under the following contracts —

Contracts of—13th March 1896 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) for construction

4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges

(b) The general conditions of the contract are as follows —

(i) *Government aid.*—A rebate is allowed up to 10 per cent of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parantij railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, plus Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land has also been provided free.

(ii) *Currency of contract.*—Government may, by giving 12 months' notice, determine the contract on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, but not exceeding by more than 20 per cent the total capital expenditure of the Company, nor being less than such capital expenditure, or on the 31st December 1946, paying the Company in rupees an amount equal to the total capital expenditure.

(iii) *Power of Company to surrender contract.*—Nil

(iv) *Terms of working.*—The railway is debited with a share of the working expenses of the system, excluding the 2' and 2'6" gauge lines, proportionate to its total earnings, but not exceeding 44 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Parantij Railway Company.

(v) *Rates and fares.*—To be arranged from time to time between the Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

10. Palanpur-Deesa railway—

(a) The Palanpur-Deesa railway is worked under—

Terms—contained in letter No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and letter No. 62 Ry., dated 23rd June 1892, from the Secretary of State to the Government of India.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(b) The general conditions of the terms are as follows:—

(i) *Government aid.*—The line is owned jointly by Government and the Palanpur Durbar.

(ii) *Currency of contract.*—The contract is co-terminus with the Company's contract for working the Rajputana-Malwa railway. In the event of the line being extended, Government can terminate the contract on giving the Company six months' notice.

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History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. †	Total Miles.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—contd.			Miles.	Miles.
	Brought forward . . . . .	...	...	...	2,472.62
9 (g)	RAJPUTANA-MALWA—contd.				
	DOUBLE LINE, RAJPUTANA SECTION.				
	Agra fort to Agra Cantonment . . . . .	...	11-8-73	1.14	
	Total Double line . . . . .	...	...	1.14	
9 (i)	AHMEDABAD PARANTIJ— (3' 3½" gauge.)				
	Ahmedabad to Talod	January 1896.	1-5-97	32.82	
	Talod to Parantij		2-7-97	7.83	
	Parantij to Idar-Ahmednagar		23-10-97	14.05	
	TOTAL, AHMEDABAD-PARANTIJ . . . . .	...	...	...	54.70
9 (j)	PALANPUR-DEESA— (3' 3½" gauge.)				
	Palanpur to Deesa	20-3-93	8-11-93	17.28	
	TOTAL, PALANPUR-DEESA . . . . .	...	...	...	17.28
9 (k)	GAEKWAR'S MEHSANA— (3' 3½" gauge.)				
	Mehsana to Vadnagar . . . . .	...	21-3-87	20.73	
	Vadnagar to Kheralu . . . . .	...	12-12-88	7.00	
	Viramgam to Mehsana . . . . .	...	1-2-91	40.21	
	Mehsana to Patan . . . . .	...	20-7-91	24.69	
	TOTAL, GAEKWAR'S MEHSANA . . . . .	...	..	...	92.63
9 (l)	GAEKWAR'S DABHOI— (2' 6" gauge.)				
	Miyagam to Dabhoi	21-3-72	8-4-73	20.00	
	Dabhoi Chandol	27-11-77	15-4-79	10.62	
	Dabhoi to Bāhādarpur		17-9-79	9.64	
	Dabhoi to Goya Gate	29-1-79	1-7-80	17.00	
	Goya Gate to Vishvāmitri		24-1-81	1.63	
	Bāhādarpur to Bodeli	Sept. 1888	16-6-90	12.77	
	Vishvāmitri to Padra	28-8-95	1-7-97	7.14	
	TOTAL, GAEKWAR'S DABHOI . . . . .	...	...	...	78.80
	Carried over . . . . .	...	...	...	2,716.03

on the 31st December 1901, alphabetically arranged.

REMARKS.

10. Palampur-Deesa railway—concl'd.

(b) General conditions—concl'd.

(iii) *Power of Company to surrender contract.*—Nil.(iv) *Terms of working.*—The railway is debited with a share of the working expenses of the system, excluding the 2' and 2' 6" gauge lines, in proportion to the total earnings of the Palampur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Palampur Durbar in proportion to the capital provided by each, after excluding from the Government capital the sum of Rs. 25,117 for extra expenditure in providing a 5' 6" gauge substructure.(v) *Rates and fares.*—Same as on the Rajputana-Malwa railway.

11. Gaekwar's Mehsana railway—

(a) The Gaekwar's Mehsana railway is the property of the Baroda State and is worked under the following—

Agreement of—1st July 1891 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.NOTE.—See Petlad-Cambay railway (Anand-Jarapur section), paragraph 4 *ante*. The terms of working are the same for both railways.

12. Gaekwar's Dabhoi railway—

(a) The Gaekwar's Dabhoi railway is worked under—

Agreement of—1st January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

(b) The general conditions of the agreement are as follows:—

(i) *Government aid.*—The line is the property of the Baroda State.(ii) *Currency of agreement.*—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th of June or 31st of December.(iii) *Terms of working.*—The Company work the railway at actual cost, plus 12½ per cent. on total working expenses (but not less than Rs. 500 per mensem or more than Rs. 800 per mensem, in a half-year) for superintendence.(iv) *Rates and fares.*—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible must conform generally to those in force on the Bombay, Baroda and Central India railway.

13. Rajpipla railway—

(a) The Rajpipla railway is worked under—

Agreement of—19th March 1900 between the Rajpipla State and the Bombay, Baroda and Central India Railway Company.

(b) The general conditions of the agreement are as follows:—

(i) *Government aid.*—The line is the property of the Rajpipla State.(ii) *Currency of agreement.*—The agreement may be terminated by either party on the expiration of three years or at the end of any calendar half-year thereafter, on one year's notice from either side.(iii) *Terms of working.*—The Rajpipla State is debited with the actual cost of working; and in addition one per cent. on the net earnings of the Rajpipla railway as contribution to the Provident Fund; and 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem or more than Rs. 800 per mensem) for superintendence.(iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Rajpipla State; and to conform to those generally in force on the Bombay, Baroda and Central India railway.

14. Jaipur (Siwal-Madhupur) railway—

15. Vijapur Kalol-Kadi railway—

16. Ahmedabad-Dholka railway—

} The agreements for working these lines have not as yet been executed.

17. General remarks.—The following sections of the Bombay, Baroda and Central India railway are worked over by other lines:—0·24 mile at Ujjain by the Indian Midland railway, and 7·25 miles from Dadar Junction to Colaba by the Great Indian Peninsula railway. The length from Dadar Junction to Carnac bridge, 4·39 miles of the Great Indian Peninsula railway is worked over by the Bombay, Baroda and Central India railway.

The following sections of the Rajputana-Malwa railway are worked over by foreign lines—1·00 mile from Agra East Bank to Agra Fort by the East Indian railway; and 2·89 miles at Agra by the Indian Midland railway.

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Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—continued.				
	Brought forward	...	...	...	2,716.03
9 (f)	RAJPIPIA— (2' 6" gauge.)				
	Anklesvar to Raj-Pardi	Oct. 1894	1-7-97	19.03	
	Raj Pardi to Umalla	Feb. 1896	10-1-99	4.95	
	Umalla to Amletha		1-6-99	7.85	
	Amletha to Vandal		20-7-99	5.54	
	TOTAL RAJPIPIA		...		37.37
	TOTAL OPEN MILEAGE, BOMBAY, BARODA AND CENTRAL INDIA SYSTEM	...		...	2,753.40
	<i>Lanes under construction or sanctioned for construction—</i>				
9 (m)	JAIPUR (SIWAI-MADHOPUR— (3' 3½" gauge.)				
	Sanganer to Siwai-Madhapur in the J. & B. S. Co.	2-1-07	...	72.85	
	TOTAL JAIPUR	...	...		72.85
9 (n)	VIJAPUR-KALOL-KADI— (4' 3½" gauge)				
	Vijapur to Kalol	3-5-01	...	29.60	
	Kalol to Kadi	10-3-1901	...	12.20	
	TOTAL, VIJAPUR-KALOL-KADI	...	...		41.80
9 (o)	AHMEDABAD-DHOLKA— (3' 3½" gauge.)				
	Ahmedabad to Dholka . . . . .	...	...	33.46	
	TOTAL, AHMEDABAD-DHOLKA	...	...		33.46
	Total lanes under construction	...	...	...	148.11
	GRAND TOTAL, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM	...	...	...	2,901.51

on the 31st December 1901, alphabetically arranged.

REMARKS.

18. Details of construction—

(a) *Permanent-way.*—

Bombay Baroda and Central India railway.—The main line is chiefly laid with double-headed steel rails, weighing 59lb. to the yard, except on the Viramgam-Wadhwan section, which is laid with 60lb. iron rails on cast-iron pot sleepers. On the southern part of the line (Bombay to Broach) the rails are laid on creosoted pine sleepers. On the double line from Virar to Daham, Amroli to Anklesvar and Broach to Mirvagam, 82lb. bull-headed steel rails are laid on creosoted pine sleepers and four-holed chairs. On the double line from Daham to Dahanu Road and from Mirvagam to Itola 82lb. bull-headed steel rails are laid on cast-iron pot sleepers. On the double line, Itola to Baroda, 69lb. double-headed steel rails are laid on cast-iron pot sleepers. The rails on the Patra branch are flat footed, weighing 48lb. to the yard, and are laid on creosoted pine sleepers, but are being renewed annually with 50lb. steel rails. The rails on the Godhra branch are 69lb. and 60lb. steel, laid with a few trifling exceptions, on iron pot sleepers.

Tüpti Valley railway.—The permanent-way consists of 70 lb. flat-footed rails laid on creosoted pine and teak sleepers.

Patala Cambay railway.—The permanent-way consists of 66lb. flat-footed steel rails and creosoted pine sleepers.

Nagda-Narwar railway.—The permanent-way consists of 75 lb. flat-footed steel rails, with 5 bolt hole fish-plates, laid on cast-iron pot sleepers, Indian Midland railway pattern.

Godhra-Ritham-Nagda railway.—The rails are flat-footed, steel, 75lb. to the yard, laid on steel trough deodar and creosoted pine sleepers.

Rajputana Malwa railway.—The rails originally used were 30lb. and 40lb. to the yard laid on transverse deodar and creosoted pine sleepers. The 30lb. iron rails have nearly all been replaced by 41lb. steel rails which in future renewals will be replaced by 5 lb. rails. The creosoted half round pine sleepers with which the road was first laid are being replaced by deodar sleepers. The Cawnpore-Farrukhabad section is laid with iron rails, 60lb. to the yard. The line from Farrukhabad to Achmetra is laid with steel rails, 41lb. to the yard, on transverse sleepers of deodar. On the Rewari Bhatinda-Jalga line, the rails are mainly of steel, 41lb. to the yard, laid on deodar and Denham-Olipherts' pot sleepers.

Ahmedabad-Patidar railway.—The line is laid with 41lb. flat-footed steel rails on transverse deodar and creosoted pine sleepers.

Patalgarh-Davey railway.—The rails are iron, 30lb. to the yard, laid on Denham-Olipherts' cast-iron sleepers, or on steel dish covers sleepers taken from the main line.

Gandhinagar-Mehsana railway.—The length from Mehsana to Kharadu is laid with steel rails, 41lb. to the yard, on transverse steel trough sleepers. The remainder of the line is laid with iron and steel rails, 30lb. and 41lb. to the yard, on deodar sleepers, except a mile on the Mehsana-Viramgam section, which is laid with steel trough sleepers.

Gackwar's Dabhoi railway.—The line was originally laid with iron rails weighing 30lb. to the yard for 20 miles, and with steel rails weighing 30lb. and 31lb. to the yard for 30.75 miles and 12.50 miles, respectively, on wooden sleepers. The renewals are being made with 31lb. steel rails. The Vishvamitra-Patra section is laid with 31lb. steel rails and wooden sleepers.

Rajputana railway.—The line is laid with 41lb. iron rails on half round jungle teak sleepers.

(b) *Ballast.*—The whole system is ballasted throughout with stone, gravel or sand.

(c) *Tunnels.*—The following are the tunnels of 500 feet length and over:—Tunnel between Bagrangarh and Amargar, 765 feet, and Mhow ghut No. 4, between Patalpani and Kalakand, 622.75 feet. There are three other tunnels varying from 245.50 feet to 365.50 feet in length, aggregating 994 feet on the Sonmehals.

(d) *Bridges.*—The following are the important bridges of 1,000 feet and over:—South and North Bassein (between Bāyandra and Umeyla), 69 spans of 60 feet, and 25 spans of 60 feet, respectively; South and North Viluma (between Virar and Sopahale), 20 spans of 60 feet and 23 spans of 60 feet, respectively; Tüpti (between Surat and Amroli), 70 spans of 60 feet; Nerludda (between Anklesvar and Broach), 25 spans of 143.0 feet; Mhye (between Rajuva and Vāsi), 27 spans of 60 feet. Sibarmati (between Ahmedabad and Sabarmati), 1 span of 67 feet, 20 spans of 60 feet and 1 span of 52.41 feet; and Mhye (between Sevalia and Timba Kord), 64 spans of 30 feet, Mahi (between Bhaironghar and Raoti), 6 spans of 150 feet and 2 spans of 100 feet, Chamba, near Nagda, 10 spans of 100 feet; Jumna (between Agra Fort and Agra Junction), 16 spans of 133 feet and 6 spans of 23 feet; Jumna (between Muttra Cantonment and Rava), 7 spans of 150 feet; Nerludda (between Mortakka and Barwaha), 14 spans of 183 feet; and Siew (between Mandsaur and Dalauda), 11 spans of 50 feet.

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Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage..	Total
9(a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM— <i>concd.</i>				
2 (c)	BRAHMAPUTRA-SULTANPUR— (See Eastern Bengal system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

18. Details of construction—concluded.

(e) Fencing—

Bombay, Baroda and Central India railway.—The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 2 miles of cactus. From Ahmedabad to Wadhwan there are 33½ miles of cactus and 47½ miles of wire. The Godhra branch is fenced partly with cactus (2½ miles) and partly with wire (46½ miles). The Patli branch is unfenced.

Tápti Valley railway.—The line is not fenced, except round station yards.

Petlad-Cambay railway (Anand-Tarapur section).—The whole of the Anand-Petlad section is fenced with cactus.

Petlad-Cambay railway (Tarapur-Cambay section).—The line has not been fenced, except round station yards.

Nágdá-I'jjain railway.—The line has not been fenced, except round station yards.

Godhra Rutlam-Nágdá railway.—The line is fenced with wire from mile 0 to mile 35 and then in different sections, making an aggregate of 70½ miles. The rest of the line is unfenced.

Rajputana-Malwa railway.—The total length of line fenced on the Rajputana section is 658 miles, or three-fourths of the whole section. The Malwa section is generally unfenced, except on the ghats between Mhow and Kalakund and at stations. The Cawnpore-Achmer section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Karukhabad and between Hathras City and Muttra Cantonment. There are a few miles of double fencing at stations. The Rewari-Bhatinda-Fazilka section is fenced for about 110 miles of the main line and at stations.

Ahmedabad-Parántij railway.—Fenced only in station yards.

Palanpur-Deesa railway.—The entire length, with the exception of a little wire fencing at mile 2, is fenced with cactus.

Gaekwar's Mchuna railway.—The whole line was originally fenced with cactus, but this has in several places been entirely destroyed by floods and locusts, and what remains is much broken up.

Gaekwar's Dabhóí railway.—There is no fencing, except what has been put up by the villagers themselves.

Rajpura railway.—There is no fencing, except in the station yards.

(f) Curves—

5' 6" gauge sections.—There are no curves under a radius of 1,000 feet.

3' 3½" and narrower gauge sections, excluding Gaekwar's Dabhóí railway.—There are no curves under a radius of 1,000 feet.

Gaekwar's Dabhóí railway.—There are no curves under a radius of 500 feet.

(g) *Gradients.*—Of a total open mileage of 2,753.40 miles on the system, 3.40 miles are on a gradient of 1 in 50, or steeper.

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Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
36 (a)	BUKHTIARPUR-BIHAR LIGHT— (2' 6" gauge.)				
	Bukhtiarpur on the East Indian railway to Bihar . . . . .	...	...	18.75	
	TOTAL, BUKHTIARPUR-BIHAR . . . . .	...	...	...	18.75

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Bukhtiarpur-Bihar Light railway.—

(a) The Bukhtiarpur-Bihar Light railway is being constructed and will be worked on the terms in Bengal Government Notification No. 100 R, dated the 25th June 1901, under the following agreement —

Agreement.—(Between the District Board of Patna and the Bukhtiarpur Bihar Light Railway Company).

(b) The general conditions are as follows —

(i) *Government aid.*—In addition to land which has been provided free of charge, except for station sites and diversions from the district road, the District Board supplements the net earnings, subject to a maximum limit of Rs. 32,000 per annum, to allow of the Company paying a dividend of 4 per cent. per annum on the Company's share capital of Rs. 8,00,000.

(ii) *Currency of contract.*—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1883, viz., upon the expiration of twenty-one years from the date of the order of the Local Government authorising the construction of the line by giving six months' notice, or at intervals of seven years thereafter, the value to be calculated at twenty years' purchase of the average net profits to the Company during the four years preceding the transactions, together with a bonus of 20 per cent. thereon.

(iii) *Terms of working.*—Any surplus profits in excess of four per cent. on share capital, plus not more than 4 per cent. on debenture capital, will be equally divided between the District Board and the Company.

(iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.

(v) *General remark.*—The line is to be laid as far as possible on the District road.

2. Details of construction—

(a) *Permanent-way.*—30 lb. steel rails, Vignole's pattern, on cross sleepers of pyinkado.

(b) *Ballast.*—The line will be ballasted throughout.

(c) *Fencing.*—The line will not be fenced.

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Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
24 (a)	BURMA— (3' 3½" gauge.)				
	IRRAWADDY SECTION—				
	Rangoon to Prome	25-9-74	2-5-77	161'00	
	TOTAL, IRRAWADDY SECTION . . . . .	...	...		161'00
	SITANG SECTION—				
	<i>Main line—</i>				
	Rangoon to Pegu	23-5-81	4-2-84	46'25	
	Pegu to Pyuntaza		1-2-84	41'75	
	Pyuntaza to Nyaunglebin		4-2-84	5'00	
	Nyaunglebin to Toungoo		1-7-85	73'00	
	Total Main line . . . . .	...	...		166'00
	<i>Branches—</i>				
	Suburban lines	25-9-74	1-3-80 15-7-91	6'00 3'00	9'00
	Total Branches . . . . .	...	...	...
	TOTAL, SITANG SECTION . . . . .	...	...		175'00
	MANDALAY SECTION—				
	<i>Main line—</i>				
	Toungoo to Thawutti	October 1889.	1-5-88	44'00	220'00
	Thawutti to Pyin Odon		1-5-88	15'00	
	Pyin Odon to Yamethin		15-11-88	49'00	
	Yamethin to Mandalay		1-3-89	112'00	
	Total Main line . . . . .	...	...		220'00
	<i>Branches—</i>				
	<i>Meiktila branch—</i>				
	Thazi to Meiktila Cantonment	1-1-92	10-5-93	12'80	57'21
	Meiktila to Myingyan	Sept. 1893	15-11-99		
	<i>Mandalay Shore branch—</i>				
	Mandalay to Mandalay shore		April 1889	70'10 2'50	72'60
	Total Branches . . . . .	...	...	...
	TOTAL, MANDALAY SECTION . . . . .	...	...	...	292'60
	MU VALLEY SECTION—				
	<i>Main line—</i>				
	Sagaing to Shwebo	Sagaing to Kawlin 17-10-89 Kawlin to Nankan Nankan to Keli and March 1891.	1-7-91	53'05	90'46
	Shwebo to Wuntho		4-4-92		
	Wuntho to Nankan		1-11-94	15'46	
	Nankan to Mohnyin	Sept. 1893 Dec. 1895	21-10-95	74'35	52'34
	Mohnyin to Mogaung		1-3-96		
	Mogaung to Myittha		1-1-98	36'63	
	Total Main line . . . . .	...	...	...	331'29
	Carried over . . . . .	...	...	...	628'60

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Burma railways—

(a) The Burma railways are worked under the following contract—

Contract of—9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer and management.

(b) The general conditions of the contract are as follows.—

(i) *Government aid*—Interest is guaranteed at 2½ per cent. on the Company's share capital. Land was also provided free of charge.

(ii) *Duration of contract*—Government may determine the contract, after giving six months' notice, if the Company fail to perform their obligations, or if the undertaking be, in the opinion of the Secretary of State, in course of gross mismanagement by the Company, or if it be worked at a loss for three consecutive half-years. Government may also determine the contract, on the 31st December 1921, or at the end of any succeeding tenth year, by giving twelve months' previous notice. On the determination of the contract from any cause, the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*—The net receipts in each half-year are to be applied in payment to Government of—

The equivalent of the interest paid for the half-year on any debentures issued by the Company;

The equivalent of the guaranteed interest at 2½ per cent. per annum on the Company's capital of £2,000,000, and of the interest payable on any additional share capital raised by the Company.

The equivalent of interest at 2½ per cent. per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government;

Any surplus, in a year ending on the 30th June, to be divided between Government and the Company, in the proportion of four-fifths to the former and one-fifth to the latter, the Company's share for any year up to the 30th June 1901 being reduced by the amount of the additional interest at ½ per cent. paid by the Government in respect of the same year.

(v) *Rates and fares*.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vi) *General remarks*.—The Burma Railway Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3' 3½" gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from the Government on the 1st September 1896 comprised the following lines—Rangoon to Prome on the Irrawaddy river, Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagung, and Sagung to Mogaung, with an extension to Myitkyina, and a branch to Katha, whence there is communication by river with Bhamo.

2. Details of construction—

(a) *Permanent-way*.—The Irrawaddy line is laid with steel rails, 50lb. to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50lb. steel rails for 103 miles, 41½lb. steel for 29 miles, and 40lb. iron for 20 miles. The Sittang line is laid with steel rails, 50lb. to the yard, from Pazundaung to Deiku (81 miles), the remaining 85 miles being laid with rails, 41½lb. to the yard. The Mandalay line consists of 50lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel. The Thazi-Myingyan branch consists of steel rails, 41½ and 50lb. to the yard. The Mu Valley line consists of 41½lb. flat-footed steel rails, with the exception of the Alon branch, where the rails are mostly 50 lb. The Mandalay-Kunlong line is laid with 50lb. steel rails. The Bassein-Henzada-Letpadan branch will be laid with steel rails, 50lb. to the yard. The sleepers throughout are generally of teak, pyinma and pyinkado.

(b) *Ballast*.—The ballast is either shingle or broken stone.

(c) *Tunnels*.—On the Mandalay-Kunlong section, there are two tunnels at the Gokteik Gorge, viz., No. 1 tunnel, 345 feet, and coverings in the approach 60 and No. 2 tunnel, 490 feet.

Appendix 47.
History of railways.

APPEN*History of railways constructed and in progress*

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
24(a)	BURMA—concl'd.— (3' 3½" gauge.)				628'60
	Brought forward . . . . .	...	...	...	331'29
	MU VALLEY SECTION—concl'd.				
	<i>Branches—</i>				
	Sagaing to Aton	Sept. 1898	15-4-00	70'46	
	<i>Myohaung branch—</i>				
	Myohaung to Amarapura shore	17-10-89	22-11-91	6'00	
	<i>Katha branch—</i>				
	Naba to Katha . . . . .	...	2-10-95	14'45	
	Total Branches . . . . .	...	...		90'91
	TOTAL, MU VALLEY SECTION . . . . .	...	...	...	422'20
	MANDALAY-KUNLONG SECTION—				
	Myohaung to Sédaw	Oct. 1895	1-1-98	13'00	
	Sédaw to Maymyo		1-4-00	26'10	
	Maymyo to Nawngkhio		27-5-00	34'10	
	Nawngkhio to Hsipaw		1-6-01	53'25	
	TOTAL OPEN MILEAGE, MANDALAY-KUNLONG SECTION . . . . .	..	...	...	126'45
	TOTAL OPEN MILEAGE, BURMA . . . . .	.	..	..	1,177'25
	<i>Lines under construction or sanctioned for construction—</i>				
	MANDALAY-KUNLONG SECTION—				
	Hsipaw to Lashio	16-10-95	1-10-02*	50'30	
	BASSIN-HENZADA-LEIPADAN—				
	Letpadan (on Irrawaddy line) to Tharrawá on the east bank of the Irrawaddy river, thence through Henzada (on the west bank of the Irrawaddy) to the town of Basin	7-9-99	Letpadan to Tharrawá 1-4-1902* remainder 1-11-1902.*	114'40	
	Total Lines under construction . . . . .	...	...		164'70
	DOUBLE LINE—MAIN LINE AND BRANCHES—				
	Rangoon to Kemmendine . . . . .	..	30-10-89	3'54	
	Kemmen. line to Insein . . . . .	...	10-1-90	5'50	
	Myohaung to Mandalay . . . . .	...	3-10-99	2'45	
	Nahakaung to Naba . . . . .	..	11-6-07	0'55	
	Total Double line . . . . .	...	...	12'04	
	GRAND TOTAL, BURMA . . . . .	...	...	...	1,341'95

* Probable dates of opening.

on the 31st December 1901, alphabetically arranged.

REMARKS.

2. Details of construction—concluded.

- (d) *Bridges*.—On the Mandalay-Kunlong section, there is a long high viaduct at the Gokteik Gorge which consists of 10 spans of 120 feet, 5 spans of 60 feet, and 2 spans of 55 feet, supported on piers formed of steel trestles in pairs 40 feet apart. The total length of the viaduct is 2,260 feet and the greatest height of rail level above ground 325 feet.
- (e) *Fencing*.—The line from Prome to Mandalay is fenced. The Mu Valley line is generally unfenced, except at a few stations. On the Mandalay-Kunlong section the line is not fenced.
- (f) *Curves*.—On the Mu Valley line there are in all 13 curves of a radius of 573 feet, the sharpest on the line; four on the Katha branch between miles 212 and 213.8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 215 on the Nankhan-Mohyin section, 3,790 feet long.
- (g) *Gradients*.—Of a total open mileage of 1,177.25 miles, 981 miles are on the ruling gradient of 1 in 25 and 65.47 miles on a gradient of 1 in 100, or steeper.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.. Miles.	Total. Miles.
5 (a)	CALCUTTA PORT COMMISSIONERS'— (5' 6" gauge). <i>Main line—</i>				
	Baghazar to Cossipore		1-6-78	1 14	
	Baghazar to Meerbohur Ghât		1-11-75	1'76	
	Meerbohur Ghât to Jetties . . . . .	...	1-6-78	0'84	
	Jetties to Chandpal Ghât		1-12-80	0'32	
	Chandpal Ghât to Kukulerpore Docks		1-1-87	2'16	
	Total Main line . . . . .	...	...	...	6'22
	<i>Skatimar branch—</i>				
	Telkul Ghât Road <i>via</i> Bhurpara Khal to Shalmai . . . . .	...	31-12-01	1'43	
	Total Branch . . . . .	...	..	...	1'43
	TOTAL, CALCUTTA PORT COMMISSIONERS' . . . . .	...	...	...	7'65
6 (c)	CAWNPORE-BURHWAL— (3' 3½" gauge link). (See Oudh and Rohilkhand system).				
2 (c)	COOCH BEHAR— (See Eastern Bengal system).				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Calcutta Port Commissioners' railway—

(a) The Calcutta Port Commissioners' railway was constructed by the Port Commissioners out of Port Trust Funds and is worked by them.

(i) *General remarks*—The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners under a deed of conveyance by Government, and for this land the Commissioners pay to Government a quit rent of Rs. 40,000 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred to the Commissioners by Government.

The railway is of a single track, but there are a large number of sidings for crossing trains and loading goods. The portion from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Baghazar with the Eastern Bengal State railway and the Municipal railway, respectively. It serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. There is a bridge over the Circular canal, the platform (carrying the rails) of which is constructed to lift and lower, to enable boats to pass when necessary. From Chandpal Ghât to Kidderpore Docks, a line with sidings was at first laid in 1886, being included in the general sanction for the Docks, and was used solely for the carriage of material for the construction of the Docks. There is a bridge over the Tolly's Nullah similar to the one erected over the Circular canal. A portion of the main line in this section, measuring 1.49 miles, was doubled in 1898 by laying 1,800 feet new line and linking up the old sidings along the line at Fort Point from Baboo Ghât viaduct to Hastings Lift bridge. The Shalimar branch is laid on the west side of the Howrah foreshore road, and junction is effected with the East Indian railway on the north face of the overbridge across the ditch on the north of Telkul Ghât Road. It serves the workshops of Messrs. Burn and Company, the chowl godowns at Ramkrishnapore, the timber yard, flour and jute mills on the Howrah foreshore, as well as the several coal depôts at Shalimar, and is used for goods traffic only. The portion of the line from Jagut Banerjee's Ghât level crossing to Bhurpara Khâl, 0.88 mile, was taken up in 1900, after the old coal depôt was sold to the Bengal-Nagpur railway.

2. Details of construction—

(a) *Permanent-way*.—The Cossipore-Chandpal Ghât section is laid partly with iron and partly with steel rails, weighing 60 lb. to the yard, on Maclellan's patent sleepers and rail sleepers. The Chandpal Ghât-Kidderpore Docks section is laid partly with new rails on Maclellan's embossed and partly with East Indian railway second-hand material on transverse wooden sleepers. The Shalimar branch is laid with 75 lb. double-headed steel rails on cast-iron ordinary chairs spiked on rail-sleepers.

(b) *Ballast*.—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Docks section is packed with ballast. On the Shalimar branch, packing is done with 1st class Bhaina ballast.

(c) *Fencing*.—The Cossipore-Chandpal Ghât section is fenced with wire and iron standards, except from Collah Ghât to Chandpal Ghât. The Chandpal Ghât-Kidderpore Docks section is fenced on the east side only with wooden posts and rails. The Shalimar branch is fenced with wire and iron standards with wooden gate posts. The openings across the line are secured with balance poles or iron gates.

(d) *Curves*.—There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 740 feet and the lengths from 74 feet to 200 feet.

(e) *Gradients*.—Of a total mileage of 7.65 miles, 2.21 miles are on a gradient of 1 in 300, or steeper.

Appendix 47.
History of railways.

APPEN

History of railways constructed, and in progress

Class: No.	Name and sections of railways.	Date of sanction.	Date of opening.	Mileage.	Total.
30(a)	DARJEELING-HIMALAYAN— (2' 6" gauge.)				
	Siliguri to Kurseong	1879	23-8-80	31'75	
	Kurseong to Sonáda		1-2-81	9'50	
	Sonáda to Ghum		5-4-81	5'87	
	Ghum to Darjeeling		4-7-81	3'63	
	Darjeeling to the Darjeeling bazar		16-6-86	0'25	
	TOTAL, DARJEELING-HIMALAYAN . . . . .	...	...	...	51'00
1(b)	DELHI-UMBALLA-KALKA—				
	(See East Indian system)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Darjeeling-Himalayan railway—

- (a) The Darjeeling-Himalayan railway is worked under the following contract —
Contract of—8th April 1870 (between the Secretary of State and Franklin Prestage, Esq.), for construction, maintenance and working.
- (b) The general conditions of the contract are as follows —
- (i) *Government aid*—Government undertake to pay the Company such sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road are also granted free of cost.
- (ii) *Currcncy of contract*.—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to them for permanent improvements to the road or works connected with it. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving 12 months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend earning investment with an additional bonus of 20 per cent over and above such value.
- (iii) *Power of Company to surrender contract*.—Nil.
- (iv) *Terms of working*.—After the first five years, and subject to subsequent modifications of clause 16, half the net profits of any year in excess of 5 per cent. on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.
- (v) *Rates and fares*.—Certain maxima have been fixed within which the company is permitted to vary its rates.
- (vi) *General remarks*.—The line is laid for a great part of its length along the cart road. The road has almost continuous curves and windings as it passes across the mountains.

2. Details of construction—

- (a) *Permanent-way*.—The line which was originally laid with iron rails, 30lb. to the yard, on the plains, has been relaid with iron rails 40lb. to the yard. Steel rails, 41½lb. to the yard, are laid on the hill portion. Of the Terai, 270 miles have been renewed with 41½lb. steel rails. Sāi, oak and chestnut sleepers are in use, sāl only being used under the 41½lb. rails.
- (b) *Ballast*.—The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of gravel.
- (c) *Curves*.—Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet, there is a total length of 35.55 miles distributed over the line.
- (d) *Gradients*.—Of a total open mileage of 5100 miles, 4069 miles are on a gradient of 1 in 50 or steeper.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
15 (a)	DEOGHUR— (<i>3 3/4</i> gauge.)				
	Baidyanath to Deoghur	October 1881	23-12-82	4.79	
	TOTAL, DEOGHUR . . . . .	...	...	...	4.79
20 (d)	DHRANGADRA— (See Bhavnagar-Gondal-Junagadh-Portbandar system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Deoghur railway—

(a) The Deoghur railway is worked under the following contract —

Contract of—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working.

(b) The general conditions of the contract are as follows —

(i) *Government aid*.—Land alone was provided free of charge.(ii) *Terms of contract*—Messrs. Burn & Co, constructed the railway with capital raised locally and without any guarantee.(iii) *Currency of contract*.—Government may determine the contract, after giving six months' notice, if the Company fail to perform their obligations, and take over the railway at a valuation based on the earnings for the two years immediately previous to such resumption. Government may also determine the contract after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice and take over the railway at a valuation calculated at the average market rate of the shares during the previous three years, together with an additional bonus not exceeding 20 per cent. of such value.(iv) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates

2. Details of construction.—

(a) *Permanent-way*.—The permanent-way is laid with 36 lb. steel rails on wooden sleepers.(b) *Ballast*—The line is ballasted throughout.(c) *Fencing*—The line is unfenced.(d) *Curves*—The sharpest curve has a radius of 2,640 feet and extends over a length of 3,000 feet.(e) *Gradients*.—Of a total open mileage of 4.79 miles, 3.50 miles are on a gradient of 1 in 80, or steeper.

Appendix 47.
History of railways.

APPEN*History of railways constructed and in progress*

Class. No.	Name and sections of railway.	Date of sanction	Date of opening.	Mileage.	Total.
				Miles.	Miles.
	DIBRU-SADIYA SYSTEM— (3' 3½" gauge.)				
13 (a)	DIBRU-SADIYA—				
	<i>Main line—</i>				
	Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream	1881	8-82 16-7-83 2-5-84	15'00	61'50
	Dinjan stream to Makum Junction			23'50	
	Makum Junction to Dihing bridge			23'00	
	Total Main line . . . . .	...		...
	<i>Branch—</i>				
	<i>Talap branch—</i>				
	Makum Junction to Dum-Duma	1881	2-5-84 5-2-85	10'00	16'00
	Dum-Duma to Talap			6'00	
	Total Branch . . . . .	.	..	..
	TOTAL, DIBRU-SADIYA . . . . .	...		...	77'50
13 (b)	LEDO AND TIKAK-MARGHERITA— (3' 3½" gauge.)				
	<i>Main line—</i>				
	Dihing bridge to Ledo . . . . .	...	17-2-84	7'50	11'00
	<i>Namdang branch—</i>				
	Margherita to Namdang . . . . .	...	1-1-01	3'50	
	TOTAL, LEDO AND TIKAK-MARGHERITA . . . . .	...	...	...
	GRAND TOTAL, DIBRU SADIYA SYSTEM . . . . .	..	...	...	88'50

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Dibru-Sadiya railway system is made up of—		Open line.
		Miles.
(a) Dibru-Sadiya railway (3' 3½" gauge)	: : : :	77.50
(b) Ledo and Tikak-Margherita railway (3' 3½" gauge)	: : : :	11.00
TOTAL		88.50

2. Dibru-Sadiya railway—

(a) The Dibru-Sadiya railway is worked under the following contracts.—

Contract of—26th May 1880 (between the Secretary of State and the Assam Railway Company) for maintenance and working.

25th July 1881.—Contract modifying that of 1880.

(b) The general conditions of the contracts are as follows.—

(i) *Government aid*—Government guarantee payment of a subsidy, twelve months after opening of main line throughout or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent. of the paid up capital of the main line, not exceeding in any year Rs 80,000. Similarly, Government guarantee a subsidy for the Makum branch, not exceeding Rs 20,000 in any year. The free use of public roads is also provided for.

(ii) *Current of contract*.—If the Company fail to fulfil their obligations within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. If the Company do not maintain or work the railway for any time over fourteen days in any year, Government can deduct from the subsidy Rs 250 in the case of the main line and Rs 252 in the case of both main line and Makum branch each day, and in default Government will be discharged from all liabilities or obligations under this contract and can call on the Company to remove all rails, etc., and give possession of the lands, roads, etc., the Company bearing all expense in restoring the same to their original condition. Government* may also determine contract, on giving 12 months' notice (clause 19 of contract dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying twenty per cent. in excess of the value of the Company's property.

* Note.—The Company having waived all their rights under clause 7 of contract dated 26th July 1881 to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway between 1901, or at intervals of 10 years thereafter (Secretary of State's letter No. P. W. 731, dated the 23rd December 1901).

(iii) *Power of Company to surrender contract*.—Nil

(iv) *Terms of working*.—The Company to maintain the railway and the road on which the rails are laid and the rolling-stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.

(v) *Rates and fares*.—To be approved by Government from time to time while subsidy is payable. If the net profits exceed 12 per cent. of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

3. Ledo and Tikak-Margherita railway—

(a) The Ledo and Tikak-Margherita railway is worked under the following —

Contract of—30th July 1881, between the Secretary of State and the Assam Railways and Trading Company, for coal and iron mining in the Makum coal fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.*Terms*—contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

(b) The general conditions are as follows.—

(i) *Government aid*.—Nil.

(ii) *Current of contract*.—The coal concession is for a term of 27 years from 30th July 1881 within an area of 30 square miles and for a further term of 30 years within an area of at least 4 square miles.

(iii) *Power of Company to surrender contract*.— Nil.

(iv) *Terms of working*.—The colliery to be charged with the cost of maintenance of the branch and sidings owned by it, all other charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings, plus 5 per cent. on the gross earnings of the colliery for rolling-stock.

(v) *Rates and fares*.—Certain rates have been sanctioned by Government for the carriage of goods.

(vi) *General remarks*.—The working of the branch was taken over by the Dibru-Sadiya railway from the 1st January 1897.

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History of railways constructed and in progress

Class No.	Name and sections of railways.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
13 (a)	DIBRU-SADIYA SYSTEM—concl'd.				

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Appendix 47.
History of railways.

on the 31st December 1901, alphabetically arranged.

REMARKS.

4. Details of construction—

(a) *Permanent-way*—

Dibru-Sadiya railway.—The line throughout was originally laid with steel rails, 41½ lb. to the yard, but these are now gradually being replaced by 50 lb. steel rails. The sleepers are chiefly uriam.

Ledo and Tikak-Margherita railway.—The line is laid with 50 lb. steel rails on uriam sleepers.

(b) *Ballast*—*Dibru-Sadiya railway.*—The line is unballasted for one mile from Lower Ghât, and for 16 miles between Makum junction and Talap. On the rest of the line, broken stone ballast has been used.

Ledo and Tikak-Margherita railway.—The main line is three-fourths ballasted, but the Namdang branch is unballasted.

(c) *Fencing.*—The system is unfenced, with the exception of a short length at Dibrugarh.

(d) *Curves.*—There are no curves under a radius of 600 feet.

(e) *Gradients.*—Of a total open mileage of 88.50 miles, 7.57 miles are on a gradient of 1 in 150, or steeper.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
2 (a)	EASTERN BENGAL SYSTEM—				
	EASTERN SECTION— (5' 6" gauge.)				
	Main line—				
	Calcutta to Ranaghat	16-4-59 { 1865-66	29-9-62	45'25	
	Ranaghat to Jagati Junction		15-11-62	62'00	
	Jagati Junction to 145th mile		1-1-71	37'82	
	Total Main line	16-4-59	...	...	145'07
	Branches—				
	Jagati Junction to river Ganges (<i>Kooshtea branch</i>). . . . .	...	16-2-64	3'77	
	Kooshtea loop line . . . . .	...	1-8-81	1'17	
	Canal Junction to Chitpore (<i>Chitpore branch</i>)	12-1-73	25-8-73	1'88	
	Portion in Chitpore yard for goods traffic . . . . .	...	13-1-88	0'12	
	Panchooria Junction to new Goalundo . . . . .	...	22-10-68	3'24	
	Mile 145 to Panchooria Junction . . . . .	...	1-4-90	3'16	
	Panchooria Junction to Shivarampore.	} Feby. '97 { Feby. '96	20-10-98	3'77	
	Shivarampore to Baridpore.		9-4-99	7'43	
	Belga hhi to the Ganges		27-10-98	2'30	
	Bihyda Junction to Borat . . . . .	...	7-6-97	3'17	
	Poradaha branch—				
	Poradaha to Bhurāmāra	4-1-76	19-1-78	11'70	
	Bhanamara to Golabuggur (<i>Dāmnolia</i>).	22-9-83	8-12-83	6'10	
	Total Branches . . . . .	...	...	...	52'90
	TOTAL, EASTERN SECTION . . . . .	...	...	...	197'97
2 (b)	SOUTHERN SECTION— (5' 6" gauge.)				
	Main line—				
	Calcutta to Champahati . . . . .	...	2-1-62	15'00	
	Champahati to Port Canning . . . . .	...	15-5-63	12'79	
	Junction with Eastern section . . . . .	...	15-8-85	0'41	
	Bansra diversion	Jany 1900	5-3-00	0'25	
	Total Main line . . . . .	...	...	...	28'45
	Branches—				
	Diamond Harbour branch—				
	Sonapur to Baruipur	} 9-9-80 {	10-6-82	5'30	
	Baruipur to Māra Hāt		18-12-82	9'55	
	Māra Hāt to Diamond Harbour		25-4-83	12'00	
	Diamond Harbour towards Hara fort . . . . .	...	25-4-83	0'42	
	Budge Budge branch—				
	Ballygunge to Budge Budge	Nov. '88	1-5-90	27'06 13'16	
	Total Branches . . . . .	...	...	...	41'62
	TOTAL, SOUTHERN SECTION . . . . .	...	...	...	70'07
2 (b)	NORTHERN SECTION— (3' 3" gauge.)				
	Main line—				
	Sarat to Mrai	} 12-2-74 {	19-1-78	38'75	
	Mrai to Jalpaiguri		28-8-77	134'25	
	Jalpaiguri to Siliguri		10-6-78	23'00	
	Total Main line . . . . .	...	...	...	196'00
	Branches—				
	Rungpore branch—				
	Farbatipur Junction to Shāmpur . . . . .	...	10-5-78	15'25	
	Shāmpur to Rungpore	12-2-74	2-7-78	7'50	
	Rungpore to Kaunia . . . . .	...	1-6-79	11'25	
				34'00	
	Carried over . . . . .	...	...	34'00 {	268'04
					196'00

on the 31st December 1900, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Eastern Bengal railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total Miles.
(a) Eastern Bengal railway, 5' 6" gauge section . . .	268.04	7.66	275.70
(b) Eastern Bengal railway, 3' 3½" gauge section . . .	544.51	38.83	583.34
(c) Eastern Bengal railway, 2' 6" gauge section . . .	41.84	...	41.84
(d) Brahmaputra-Sultanpur railway (3' 3½" gauge) . . .	59.19	...	59.19
(e) Mymensingh-Jumalpur-Jagannathganj railway (3' 3½" gauge) . . .	53.37	...	53.37
(f) Cooch Behar railway (3' 3½" gauge) . . .	33.78	...	33.78
	<hr/> 1,007.73	<hr/> 46.49	<hr/> 1,047.22

2. Eastern Bengal State railway—

(a) The Eastern Bengal railway is owned and worked by the State.

(i) *General remarks*—The line from Calcutta to Port Canning was constructed under guarantee. The Company surrendered it to Government on the 1st April 1868.

The Eastern Bengal railway was acquired by the State on the 1st July 1884, and on the same date the Poradaha branch of the Northern Bengal State railway was permanently amalgamated with the Eastern Bengal State railway.

On the 1st April 1887, the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern-Bengal, the Kumaon-Dhalla, the Dacca and the Assam Behar railways, and these lines are now worked as one combined system, the railway being re-transferred from Provincial to Imperial control with effect from the 1st April 1892.

The Kumaon-Dhalla branch was constructed by the Bengal Government out of Provincial revenues. At Jatro-pur a connection is made with the Assam mail steamer service run by the India General and River Steam Navigation Company. The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Narayan-ganj ghat.

The Northern and Eastern sections are connected by a steam ferry worked by the railway between Sara ghat and Damukha ghat.

The East Indian railway is connected with the Bengal system of railways by a ferry worked by the East Indian railway across the Ganges between Manihari and Sahibganj. A branch line runs northwards from Katiaur Junction through Purnea and Kasba to Anchara ghat on the Kosi, opposite Khanwa ghat on the Kosi extension of the Tinnah railway, where it is connected with the Tinnah railway by a ferry worked by the Eastern Bengal State railway across the Kosi river.

3. Brahmaputra-Sultanpur railway—

(a) The Brahmaputra-Sultanpur railway is worked under the following contracts:—

Contracts of—3rd December 1895 (between the Secretary of State and the Brahmaputra-Sultanpur Branch Railway Syndicate) for the formation of a Company for the construction of the line.

8th January 1897 (between the Secretary of State and the Brahmaputra-Sultanpur Branch railway Syndicate) for the subscription of capital for the construction of the line.

22nd February 1897 (between the Secretary of State and the Brahmaputra-Sultanpur Branch railway Company) for the construction and working of the line.

Appendix 47.
History of railways.

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History of railways constructed and in progress.

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
	EASTERN BENGAL SYSTEM—contd.				
	Brought forward . . . . .	...	...	34'00	268'04
2 (b)	NORTHERN SECTION—concl'd. 3' 3½" gauge—contd.				196'00
	<i>Branches—concl'd.</i>				
	<i>Dinapore branch—</i>				
	Parbatipur to Chirir bandar	28-11-81	1-7-83	9'00	
	Chirir bandar to Dinapore		16-5-84	8'75	
				17'75	
	Teesta bridge at Kaunia and approaches . . . . .	...	1-4-01	4'00	56'74
	(3' 3½" = 4.42 miles, 2' 6" = 0.57 mile). Total, Branches . . . . .	...	..	...
	Total, Northern section . . . . .	...	...	...	252'74
	BEHAR SECTION—				
	<i>Main line—</i>				
	Manihari to Katihar . . . . .	...	1-4-87	15'50	86'36
	Katihar to Rayganj . . . . .	...	1-7-89	37'49	
	Rayganj to Dinapore . . . . .	...	15-2-88	32'65	
	Junction with the Bengal and North-Western railway at Katihar . . . . .	...	8-3-01	4'60	
	Total Main line . . . . .	...	...	...
	<i>Branches—</i>				
	<i>Kosi branch—</i>				
	Katihar to Kasba . . . . .	...	1-4-87	22'10	72'91
	Kasba to Forbesganj . . . . .	...	1-7-89	36'81	
	Forbesganj to Ancharaghat . . . . .	...	1-1-91	14'00	
	<i>Birsoi-Kissenganj branch—</i>				
	Birsoi to Kissenganj	June '91	15-12-92	35'11	108'02
	Total Branches . . . . .	...	...	...	194'38
	TOTAL, BEHAR SECTION . . . . .	...	...	...
	DACCA SECTION— (3' 3½" gauge)				
	Narayanganj ghat to Dacca	11-8-82	4-1-85	10'25	85'92
	Dacca to Jaydepur		1-8-85	19'65	
	Jaydepur to Gafargaoon		1-8-85	32'50	
	Gafargaoon to Mymensingh		1-8-85	23'53	
	TOTAL, DACCA SECTION . . . . .	...	...	...
	Kaunia-Dharila section— (2' 6" gauge).				
	T. sta Junction to Mogalihat (3' 3½" gauge)	Sept. '99	1-4-01	12'04	33'52
	T. sta Junction to Dharila . . . . .	...	18-7-81	16'73	
	Dharila to Jatrapur . . . . .	...	1-7-84	4'75	
	TOTAL, KAUMIA-DHARILA SECTION . . . . .	...	...	...
	Cooch Behar-Santrabari extension (British section)— 2' 6" (gauge).				
	South Bank of Kaljani river to Alipur Duar	Dec. '97	18-1-00	0'64	19'79
	Alipur Duar to Raja Bhat Khawa		5-4-00	9'97	
	Raja Bhat Khawa to Jhairti		1-2-01	9'18	
	TOTAL COOCH BEHAR-SANTRABARI EXTENSION (BRITISH SECTION) . . . . .	...	...	...
	TOTAL OPEN MILEAGE EASTERN BENGAL PROPER . . . . .	...	...	...	854'39
	Carried over . . . . .	...	...	...	854'39

on the 31st December 1901, alphabetically arranged

REMARKS.

3. Brahmaputra-Sultanpur railway—concluded.

(b) The general conditions of the contracts are as follows:—

- (i) *Government aid*.—Land alone was provided free of charge.
- (ii) *Currency of contract*.—Government may determine contract on 12 months' notice, either on the 31st December 1910, or at the end of a subsequent period of 10 years, or on the 31st December 1948, the Government paying, if contract is determined on the 31st December 1910, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings during the five years prior to determination not exceeding by more than 20 per cent, or not being less than, the total capital expenditure, and if determined on the 31st December 1948 (50 years), paying the total amount of such capital expenditure.
- (iii) *Power of Company to surrender contract*.—Nil.
- (iv) *Terms of working*.—After deduction of 45 per cent of the gross earnings for working expenses in which is included Rs. 5,000 for each year for or towards the office expenses and the expenses of management of the company, and also all such legal expenses as are properly debitable to revenue, the balance is payable to the Company.
- (v) *Rates and fares*.—To be arranged between Government and the working agency within the maximum and minimum rates in force on the Eastern Bengal State railway.

4. Mymensingh-Jamalpur Jagannathganj railway —

(a) The Mymensingh-Jamalpur-Jagannathganj railway is worked under the following contracts:—

Contracts of—6th January 1897 between the Secretary of State and the India General Steam Navigation Company for the construction and working of the Mymensingh-Jamalpur-Jagannathganj railway.

3rd October 1899 between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj railway office from Calcutta to London.

(b) The general conditions of the contracts are as follows:—

- (i) *Government aid*.—Government will contribute each year allow to the Mymensingh-Jamalpur-Jagannathganj Railway Company by way of rebate on the share attributable to the Eastern Bengal State railway of the proportion of traffic interchanged between the two railways, such a rebate not exceeding in any year the net earnings from traffic, except railway stores interchange between the Eastern Bengal State railway system and the railway, as well, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of 3½ per cent per annum on the actual capital expenditure. Land also was provided free of charge.
- (ii) *Currency of contract*.—Government may determine contract on 12 months' notice either on the 31st December 1910, or at the end of a subsequent period of 10 years, or on the 31st December 1948, the Government paying, if contract is determined on the 31st December 1910, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, not exceeding by more than 20 per cent, or not being less than, the total capital expenditure, and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure.
- (iii) *Power of Company to surrender contract*.—Nil.
- (iv) *Terms of working*.—After deduction of 45 per cent of the gross earnings for working expenses, in which is included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company.
- (v) *Rates and fares*.—To be arranged between Government and the working agency within the maximum and minimum rates in force on the Eastern Bengal State railway.

5. Cooch Behar railway—

(a) The Cooch Behar railway is worked under the following contract.

Contract.—Approved in Government of India letter No. 106 R. T., dated 20th January 1897, and having effect from the 1st January 1896, between the Secretary of State and the Cooch Behar Durbar for working.

(b) The general conditions of the contract are as follows:—

- (i) *Government aid*.—The line is the property of the Cooch Behar State.
- (ii) *Currency of contract*.—The Eastern Bengal State railway to maintain and work the Cooch Behar State railway for a period of five years from 1st January 1896.
- (iii) *Power of company to surrender contract*.—Nil.
- (iv) *Terms of working*.—The Eastern Bengal State railway, for maintenance and working, to receive 45 per cent of the gross earnings, the balance, 55 per cent, being made over to the Cooch Behar State. All earnings beyond Mogal Hat to be credited to the Cooch Behar State railway.

Note.—A revised agreement is under consideration.

- (v) *Rates and fares*.—The Eastern Bengal State railway administration have full control over rates and fares.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
	EASTERN BENGAL SYSTEM—concluded.			Miles.	Miles.
	Brought forward . . . . .	...	...	..	854.39
	<i>Lines under construction or sanctioned for construction—</i>				
	EASTERN SECTION—				
	(5' 6" gauge)				
	Pachoria Junction to river Ganges	Dec. '05	...	16.00	
	Extensions to Chitpore Terminus	Mar. '01	* Aug. 1902	1.06	
	NORTHERN SECTION—				
	(3' 3" gauge)				
	Teesta-Dhubri	Sept. '90	* Aug. 1902	138.83	
	Total lines under construction . . . . .	...	...	...	46.40
	TOTAL EASTERN BENGAL PROPER	..	...	...	1007.88
	DOUBLE LINE EASTERN AND SOUTHERN SECTIONS—				
	Calcutta to Nalhati	July '84	1-8-86	23.23	
	Nalhati to Kanchrapara	May '91	2-3-87	0.20	
	Kanchrapara to Ranaghat	Oct. '91	20-4-02	4.09	
	Ranaghat to Aranghat		12-11-02	17.50	
	Aranghat to Bogoola		7-8-07	5.50	
	Bogoola to Saldambush		17-9-07	6.75	
	Saldambush to Ramnagar		3-11-07	6.05	
	Ramnagar to Poradaha		17-11-08	6.75	
	Canal Junction to Chitpore		17-9-07	9.50	
	Sealdah to Ballygunge		7-8-07	27.58	
	Ballygunge to Dock Junction		13-1-88	1.88	
	Total double line, Eastern and Southern sections . . . . .	...	...	112.31	
2 (c)	BRAHMAPUTRA-SULTANPUR—				
	(3' 3" gauge).				
	Santahar to Bogra		1-4-09	24.50	
	Bogra to Dewantola		5-4-00	22.02	
	Dewantola to Bonarpura		1-8-00	4.60	
	Bonarpura to Fekihara		1-9-00	8.07	
	TOTAL BRAHMAPUTRA-SULTANPUR.		...	...	59.19
2 (d)	MYMENSINGH-JAMALPUR-JAGANNATHGANJ—				
	(3' 3" gauge).				
	Mymensingh to Singhaun		15-10-08	33.07	
	Singhaun to Jagannathganj		15-10-09	20.30	
	TOTAL, MYMENSINGH-JAMALPUR-JAGANNATHGANJ	...	...	...	53.37
2 (c)	COOCH BEHAR—				
	(2' 6" gauge).				
	Main line—				
	Gitaldaha to Manshahi Junction	28-9-01	15-9-03	19.00	
	Manshahi Junction to the town of Cooch Behar	30-8-05	15-12-08	3.22	
	Tora bridge . . . . .	...	16-5-00	0.11	
	Total Main line . . . . .	...	...	...	22.33
	Branch—				
	Cooch Behar-Santabara extension (Native State sec.)				
	Cooch Behar to temporary Alipur Duar (Kholta)		15-4-09	10.96	
	Temporary Alipur Duar (Kholta) to the south bank of the Kaljani river		18-1-00	0.49	
	Total Branch . . . . .	...	...	...	11.45
	TOTAL, COOCH BEHAR . . . . .	...	...	...	33.78
	GRAND TOTAL, EASTERN BENGAL SYSTEM . . . . .	...	...	...	1,047.22
	EAST COAST—				
	(See Bengal-Nagpur and Madras systems).				

* Promable dates of opening.

† Excluding the section of the Kanya-Dharila line from Teesta to Mogal Hâc, 2' 6" gauge (12.23 miles), which was converted to the 3' 3" gauge and opened on the 1st April 1901.

on the 31st December 1901, alphabetically arranged.

REMARKS.

6. General remarks.—The following sections of the Eastern Bengal State railway are worked over by foreign lines.—Kidderpore Docks to Naihati, 34.50 miles, by the East Indian railway; Dum Dum Junction to Canal Junction, 1.61 miles, Canal Junction to Calcutta, 2.96 miles, Canal Junction to Chitপুর, 2.00 miles, and Calcutta to Kidderpore Docks, 3.71 miles, by the Bengal Central railway.

7. Details of construction.—

(a) *Permanent-way.*—

On the Eastern section (5' 6" gauge), the rails are double-headed steel, 73 lb. and 75 lb. to the yard on cast iron plate and sal sleepers. The Faridpur branch is laid with 2nd hand iron rails, 72 lb. and 66 lb. to the yard, on timber sleepers.

On the Damkhal branch the old iron rails are being replaced by 73 lb. steel rails removed from the main line. The sleepers are mostly cast iron bows. The Diamond Harbour and Budge Budge branches are laid with steel rails, 64 lb. and 73 lb. to the yard, on cast iron sleepers, and the Canning branch with iron rails on cast iron and wooden sleepers.

On the 3' 3½" gauge portion the rails are flat-footed steel, 41½ lb. and 50 lb. to the yard, laid chiefly on sal, creosoted pine, and asna sleepers.

On the 2' 6" gauge section, the rails are flat-footed. The Jitrapur branch is laid with steel rails, 52 lb. and iron rails 30 lb. per yard on sal sleepers, and the British section of the Santrahari extension is laid partly with iron rails, 40 lb. per yard, and partly with steel rails, 41½ lb. per yard, on sal sleepers. The Cooch Behar State railway is laid for 19 miles with steel rails, 25 lb. to the yard, for 11.83 miles with steel rails, 41½ lb. to the yard, on pyinkal sleepers, and 12.93 miles with 40 lb. iron rails on sal sleepers.

(b) *Ballast.*—

The 5' 6" gauge section is ballasted throughout with the exception of the Faridpur branch. The 3' 3½" section is, with some few exceptions, ballasted throughout. The 2' 6" gauge section is laid without ballast.

(c) *Bridges.*—The following are the important bridges of 1,000 feet length and over.—Maharaddy (between Barson and Lalmon) 10 spans of 150 feet, Gorai (between Kaligunga and Kumarkali), 7 spans of 125 feet and 9½ spans of 40 feet, Teesta (between Kaunia and Teesta, 13 spans of 150 feet and Dharila (between Mogulhat and Gitaldaha junction) 10 spans of 150 feet.

(d) *Fencing.*—

Eastern Bengal State railway—The Eastern section is fenced throughout; and the total length of fencing provided on the Southern section, including the Budge Budge extension, is 52.07 miles. The Canning branch is unfenced. The whole of the Northern section is fenced, except the Kaunia-Dharila section. The Cooch Behar-Santrahari extension (British section) is unfenced, and the Dacca section is unfenced except at stations and for 13½ miles from Narayanganj. The Bihar section is fenced throughout, with the exception of the Barson-Kisanganj branch. The Brahmaputra-Sultanpur, Mymensingh-Jamalpur-Jagannithganj and the Cooch Behar State railways are unfenced, except at stations and through the towns of Dogra and Mymensingh.

(e) *Curves.*—Curves under a radius of 1,000 ft. occur on the Kaunia-Dharila section only. Their radii vary from 425 to 955 ft., and the aggregate length is 6,705 ft., of which 6,580 ft., or 1.24 miles, are on the line to Kurigram and 125 ft. at mile 3 on the line to Jitrapur. On the British section of the Santrahari extension, there is a curve of 637 feet radius. On the ghat line below Gitaldaha, which is shifted from time to time, curves of 400 feet radius have sometimes to be introduced.

(f) *Gradients.*—Of a total open mileage of 1,000.73 miles on the system, 39.28 miles are on a gradient of 1 in 300, or steeper.

† Constructed but not opened.

‡ Excludes 1.46 miles from Canal Junction to Dum Dum under construction.

Appendix 47.
History of railways.

APPENDIX*History of railways constructed and in progress*

Class No	Name and sections of railway.	Date of sanction.	Date of opening	Mileage	Total.
				Miles.	Miles.
1 (a)	EAST INDIAN SYSTEM— (5' 6" gauge)				
	<i>Main line—</i>				
	Howrah to Hooghly	Jany. '51	15-8-51	23 23	
	Hooghly to Pundooah		1-9-51	14 31	
	Pundooah to Kháná junction		3-2-55	30 94	
	Kháná junction to Ranee gunge		3-2-55	45 71	
	Ranee gunge to Sarsol	Feby. '66	21-7-61	1 70	
	Sarsol to Sitarámpur		1-1-65	15 15	
	Sitarámpur to Luckeesarai junction		1-1-71	124 64	
	Luckeesarai to Dinapore		7-11-62	82 42	
	Dinapore to Maghal Sarai . . . . .	...	2-12-62	125 02	
	Maghal Sarai to Muzapur		1-1-64	34 28	
	Muzapur to south bank Jumna		4- -64	52 04	
	Jumna bridge to Allahabad		15-5-65	2 75	
	Allahabad to Cawnpore . . . . .	...	3-3-57	119 47	
	Cawnpore to Etawah		1-7-61	80 40	
	Etawah to Shukohabad		13-11-61	34 49	
	Shukohabad to Tuncha junction		1-4-62	21 02	
	Tuncha junction to Agra . . . . .	...	1-3-63	18 50	
	Agra to Chola (Bulandshahr Road)		1-1-64	35 54	
	Chola to Delhi (south bank, Jumna)		1-8-64	41 27	
	Delhi terminus		1-1-67	1 78	
	<i>Loop line—</i>				
	Kháná junction to river Adja . . . . .	...	3-10-58	10 00	
	River Adja to Samthia		3-9-50	25 12	
	Samthia to Tumpahar		17-10-60	76 12	
	Tumpahar to Bhagalpur		1-11-61	60 12	
	Bhagalpur to Jumaipur . . . . .	...	10- -62	3 12	
	Jumaipur to Luckeesarai		7-11-62	28 41	
	Total Main & Loop lines . . . . .	...	...	250 30	
	<i>Branches on main line—</i>				
	<i>Bhadrachar branch—</i>				
	Bhadrachar junction to the river bank . . . . .	...	6-12-82	2 60	
	<i>Hooghly bridge branch—</i>				
	Hooghly junction to Nadi	14-1-81	15-3-87	4 22	
	<i>Oudál loop—</i>				
	Oudál to Babasole	July '82	1-5-61	2 03	
	Babasole to Mangalpur		1-1-67	2 71	
	Mangalpur to Toposi		2-2-63	2 65	
	Toposi to Ikrah junction		15-4-64	2 42	
	Ikrah junction to Gourangdi	29-3-91	1-6-95	14 16	
	Gourangdi to Alipur		30-3-95	7 54	
	<i>Ikrah branch—</i>				
	Ikrah junction to the Oudál loop	July '82	15-4-94	8 92	
	<i>Theris branch—</i>				
	Sitarámpur to Barákar	9-3-92	1-1-65	5 43	
	Barákar to Kátrá-gath . . . . .	...	20-5-94	33 80	
	<i>Salanpur branch—</i>				
	Salanpur to Shamdi	9-3-92	7-9-94	4 29	
			1-1-97	1 24	
				5 53	
	Carried over . . . . .	...	...	92 04	1,205 47

* The first 7 miles of this extension were worked for coal traffic from the 1st August 1893.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The East Indian railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) East Indian railway (5' 6" gauge)	1,838·04	165·14	2,003·18
(b) Delhi-Umballa-Kalka railway (5' 6" gauge)	162·24	....	162·24
(c) South Behar railway (5' 6" gauge)	78·76	...	78·76
(d) Tarkessur railway (5' 6" gauge)	22·23	.	22·23
(e) Rewah State railway (2' 6" gauge) . . . . .	...	31·81	31·81
(f) Kalka-Simla railway (3' 6" gauge) . . . . .	...	60·00	60·00
Total	2,101·27	256·95	2,358·22

2 East Indian railway—

(a) The East Indian railway is worked under the following contracts—

*Contract of—*22nd December 1879—East Indian Railway Company's principal contract.

10th November 1893.—Contract for the incorporation of the following State branches in the undertaking—Ghazipur (Dildarnagar to Tarighat), Bhadreswar (Bhadreswar junction to the right bank of the Hughli); Mokameh (Mokameh junction to the Ganges); Digba Ghat (Bankipur junction to the right bank of the Ganges at Digba Ghat); Jheriah (Barakar to the Jheriah coal-fields); Toposi colliery (Toposi of Kharabod, Nundi to Panama and Salampur to Shamdi, Gya (Bankipur to Gya); and Azimgang (Nalhati to Azimgang).

20th February 1896.—As to debenture capital.

22nd November 1897.—Contract for the construction and working of the Mughal Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

(b) The general conditions of the contracts are as follows—

(i) *Government aid*.—Government guarantee interest at 4 per cent. in sterling on £6,550,000 (being capital sum representing deferred portion, i.e., one-fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

(ii) *Terms of contract*.—The lines were purchased from the East Indian Guaranteed railway Company by the State in 1879, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of

* Complete stock at date of purchase	£ 26,250,000
Plus interest at 25 per cent	6,500,000
	<u>£ 32,750,000</u>

£1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent. per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

(iii) *Currency of contract*.—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

NOTE.—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement the principal contract will not be determined before the 31st December 1919.

(iv) *Power of Company to surrender contract*.—See 2 b (iii) above.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening	Mileage.	Total.
				Miles.	Miles.
1 (a)	EAST INDIAN SYSTEM—continued.				
	<i>Branches on main line—concluded.</i>				
	<i>Chanch branch—</i>				
	Brought forward . . . . .	...	...	92'04	1,205'47
	From mile 144½ to Chanch	{ 9-3-92 11-2-96	1-2-93 5-8-96	2'88 1'00	
				3'88	
	<i>Pandra branch—</i>				
	From mile 148½ on Jheriah branch to Pandra	4-8-99	26-11-00	3'23	
	<i>Damoodur branch—</i>				
	Dheria Juba to the Damoodur river	15-1-94 {	30-6-95 15-7-96	8'00 1'77	
				9'77	
	<i>Kurkurbaree branch—</i>				
	Madhopur junction to Giridih . . . . .	...	1-1-71	26'70	
	<i>Mekameh Ghât branch—</i>				
	Mokameh junction to Mokameh Ghât . . . . .	...	1-5-83	3'70	
	<i>Patna-Gya branch—</i>				
	Bankipore junction to Bankipore	{	2-6-79	0'25	
	Bankipore to Jehanabad		21-4-79	28'05	
	Jehanabad to Gya		2-6-79	29'22	
				58'42	
	<i>Dighaghât branch—</i>				
	Bankipore junction to Dighaghât	30-7-84	2-4-85	5'53	
	<i>Tarighât branch—</i>				
	Dildu nagar junction to Tarighât	11-7-78	5-10-80	12'10	
	<i>Moghal Sarai-Gya branch—</i>				
	Moghal Sarai to Gya . . . . .	...	1-3-00	125'48	
	<i>Jubbulpore branch—</i>				
	Naini junction to Jubbulpore	Feby. '63	1-8-67	223'58	
	<i>Allahabad fort branch</i>		3-3-59	2'34	
	<i>Cawnpore city branch</i> . . . . .	..	15-2-79	0'88	
	<i>Agra branch—</i>				
	Tundla junction to Agra . . . . .	...	1-4-62	13'35	
	<i>Mathras city branch</i> . . . . .	...	1-11-98	5'58	
	<i>Branches on loop line—</i>				
	<i>Asimganj branch—</i>				
	Nalhati to Asimganj . . . . .	...	15-7-92	27'23	
	<i>Rajmehal branch—</i>				
	Tinpahar junction to Rajmehal . . . . .	...	15-1-60	7'00	
	<i>Sakrighât branch—</i>				
	Sakrighati junction to the river Ganges . . . . .	...	1-1-94	1'99	
	<i>Maharajpur branch</i> . . . . .	..	30-11-98	2'48	
	<i>Sultanpunge branch</i>	22-3-93	6-5-95	1'16	
	<i>Monghyr branch—</i>				
	Jamalpur to Monghyr . . . . .	...	10-4-62	5'68	
	3rd line between Kalipahari and Noonah	25-4-00	17-7-01	0'55	
				6'23	
	Total Branches . . . . .	...	...	...	632'57
	TOTAL OPEN MILEAGE, EAST INDIAN PROPER . . . . .	...	...	...	1,838'04

on the 31st December 1901, alphabetically arranged.

REMARKS.

2. East Indian railway—concluded.

(a) General conditions—concluded.

(v) *Terms of working*—Surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to Provident Fund) up to a sum of 25 lakhs of rupees to be divided in proportion of four-fifths to Government and one-fifth to Company. Any excess over 25 lakhs of rupees to be divided in proportion of fourteen-fifteenths to Government and one-fifteenth to Company.

(vi) *Rates and fares*.—Certain maximum and minimum rates and fares have been fixed within which the Company is permitted to vary its rates.

3. Delhi-Umballa-Kalka railway—

(a) Delhi-Umballa-Kalka railway is worked under the following contracts :—

Contracts of—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.

12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.

10th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for raising of additional capital by the issue of debentures.

19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the 2 per cent. of gross earnings hitherto retained by Government.

9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of 3½ per cent. on its share capital.

(b) The general conditions of the contracts are as follows.—

(i) *Government aid*.—By the contract of 9th June 1897, Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3½ per cent. per annum on their share capital. Land was also provided free of cost.

(ii) *Currency of contract*.—The contract determines by the effluxion of time on the 31st December 1916, unless some arrangement is effected for continuing the working. Should such arrangements be made, Government may determine the contract on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination, Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*.—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1916, taking 48 per cent. of the gross receipts of the railway for the working agency, and paying over 52 per cent. to the Company. Surplus profits in excess of 3½ per cent. per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter, all surplus profits belong to the Company.

(v) *Rates and fares*.—To be agreed upon from time to time between the Secretary of State and the working agency; but in the case of that portion of the line between Delhi and Umballa to be not more than the maximum, nor less than the minimum, rates and fares in force on the East Indian railway, and in the case of that portion between Umballa and Kalka to be not more than three times such maximum nor less than such minimum.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. ^a	Total.
				Miles.	Miles.
I (a)	EAST INDIAN SYSTEM—continued.				
	Brought forward	...	...	...	1,838.04
	<i>Lines under construction or sanctioned for construction—</i>				
	Sitarámpur junction to Domohani	13-7-99	*	6.99	
	Barun to Daltonganj, including colliery branch	16-5-97	30-3-02†	78.32	
	Shikohabad to Farukhabad	13-1-98	‡	65.82	
	Colliery lines	9-12-01	...	14.01	
	Total lines under construction	...	...	...	165.14
	GRAND TOTAL, EAST INDIAN PROPER	...	...	...	2,003.18
	DOUBLE LINE—MAIN LINE AND BRANCHES.—				
	Howrah to Serampore	...	10-3-57	11.74	
	Serampore to Chandernagore	...	1-2-58	8.38	
	Chandernagore to Hooghly	...	1-5-58	3.1	
	Hooghly to Magra	...	1-10-58	5.49	
	Magra to Panduah	...	25-2-59	8.83	
	Panduah to Burdwan	...	1-10-59	28.72	
	Burdwan to Khána	...	1-1-59	8.2	
	Khána to Durgapur	...	1-1-70	38.35	
	Durgapur to Raneeunge	...	2-9-70	14.36	
	Raneeunge to Sitarámpur	...	19-12-70	16.85	
	Sitarámpur to Luckeesarai	...	1-1-71	124.64	
	Luckeesarai to Buhee	...	22-6-60	9.8	
	Buhee to Barh	...	22-2-68	17.10	
	Barh to Patwah	...	11-1-68	25.87	
	Patwah to Dinapore	...	20-3-67	19.03	
	Dinapore to Bihta	...	13-8-68	10.03	
	Bihta to Arrah	...	28-3-70	13.50	
	Arrah to Buxar	...	13-8-68	42.07	
	Buxar to Dilduarnagar	...	15-4-82	23.46	
	Dilduarnagar to Zamania	...	20-5-82	8.50	
	Zamania to Sakaldiha	...	20-9-82	16.28	
	Sakaldiha to Moghal Sarai	...	10-8-82	11.40	
	Hooghly bridge branch	...	15-3-87	4.22	
	Sitarámpur to Barahat	...	6-3-01	9.76	
	TOTAL DOUBLE LINE	..	..	784.00	
I (b)	DELHI-UMBALLA-KALKA— (5' 6" gauge)				
	Delhi to Kalka	...	1-3-91	162.24	
	TOTAL DELHI-UMBALLA-KALKA	...	...	...	162.24
I (c)	SOUTH BEHAR (LUCKEESARAI-GYA)— (5' 6" gauge.)				
	Luckeesarai to Gya	...	5-7-99	78.76	
	TOTAL, SOUTH BEHAR	...	..	..	78.76
	Carried over	...	..	...	2,244.18

^a Opened on the 15th April 1902

† Probable date of opening.

‡ Commencement of work not yet authorized

§ Excluding 860 miles, between Ghazilabad and Shahdara opened on the 20th February 1902.

on the 31st December 1901, alphabetically arranged.

REMARKS.

4. South Behar railway—

(a) The South Behar railway is worked under the following contracts :—

Contracts of—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction.

22nd August 1895 (between the Secretary of State and the East Indian Railway Company) for working.

(b) The general conditions of the contracts are as follows :—

(i) *Government aid.*—Government, in respect of each half-year, allow to the South Behar Railway Company, by way of rebate on the share attributable to the East Indian railway of the receipts from traffic interchanged between the two railways, a sum not exceeding 30 per cent. of such share as will, together with the net earnings of the South Behar Company, make up an amount equal to interest for the half-year at the rate of 4 per cent. per annum on the actual capital expenditure on the South Behar railway. For the purpose of calculating this rebate, the capital expenditure is to be regarded as not exceeding Rs. 180 lakhs, and the amount towards making up which the rebate is to be allowed is to be limited to Rs. 2,40,000 in any half-year. Land also was given free of cost.

(ii) *Currency of contract.*—Government have power to determine the contract on the 31st June 1919, or at the end of any subsequent period of ten years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England an amount equal to the total paid up capital in sterling, so far as such capital has been expended on the undertaking with the authorisation of the Secretary of State.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—For the first two years after the opening of any section, the cost of maintenance is to be a charge against capital, Government retaining only 35 per cent. of the gross earnings for providing rolling-stock and working the line, the remaining 65 per cent. going to the Company. Thereafter, Government retain 45 per cent. of the gross earnings to meet the cost of maintaining, stocking and working the line, the Company taking the remaining 55 per cent.

(v) *Rates and fares.*—To be agreed upon from time to time between the Government and the working agency within the maximum and minimum rates and fares in force on the East Indian railway.

5. Tarkessur railway—

(a) The Tarkessur railway is worked under the following contracts :—

Contracts of—8th September 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction.

15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working.

1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working.

(b) The general conditions of the contract are as follows :—

(i) *Government aid.*—Land was provided free of cost.

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History of railways.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
I (a)	EAST INDIAN SYSTEM—continued.				
	Brought forward . . . . .	...	...	...	2,244.18
I (d)	TARKESSUR— (5' 6" gauge).				
	Seoraphuli to Tarkessur	20-2-83	1-1-85	22.23	
	TOTAL, TARKESSUR . . . . .	...	..	...	22.23
I (f)	REWAH— (2' 6" gauge)				
	Rewah to Sutna	18-5-97	*	31.81	
	TOTAL, REWAH . . . . .	.	...	...	31.81
I (e)	KALKA-SIMLA— (2' 6" gauge)				
	Kalka to Simla	20-6-98.	Oct. 1903†	60.00	
	TOTAL, KALKA-SIMLA . . . . .	...	..	...	60.00
	GRAND TOTAL EAST INDIAN SYSTEM . . . . .	...	...	...	2,358.22

* Commencement of work not yet authorised.

† Probable date of opening.

on the 31st December 1901, alphabetically arranged.

REMARKS.

5. Tarkessur railway—concluded.

(b) *General conditions*—concl'd.

(ii) *Currency of contract*.—The contract of 1883 terminates on the 7th September 1902, but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years, and thereafter at intervals of ten years. In the event of such determination, Government are to pay the Company a sum equal to the aggregate net profits during the twenty years preceding.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*.—The East Indian Railway Company supply the necessary rolling-stock and work the line in consideration of the following half-yearly payments —

Working expenses calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole, five per cent. of the gross earnings as hire of rolling-stock a contribution to the East Indian railway Provident Fund in accordance with the rules of the fund, and one-fifth of the balance of the gross earnings above charges.

The remaining four-fifths of the balance are paid to the Tarkessur Railway Company.

(v) *Rates and fares*.—Certain maxima have been fixed, and the Company are authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.

6. Rewah.—The actual construction of the line has not yet been sanctioned by the Rewah Durbar.

7. Kalka-Simla railway.—

(a) The Kalka-Simla railway is under construction and will be worked under the following contracts:—

Contract of—29th June 1898 —(Between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction and working.

15th November 1901—Contract supplemental to that of 1898.

(b) The present conditions of the contracts are as follows —

(i) *Government aid*.—Land was provided free of charge.

(ii) *Terms of contract*.—The line is being constructed without a guarantee at the cost of the Delhi-Umballa-Kalka Railway Company, for which purpose the Company is authorised to raise further share capital, in addition to the capital already issued for the existing undertaking, to such an amount as may be mutually agreed upon. The amount agreed upon so far is £600,000.

(iii) *Currency of contract*.—Government may determine the contract, on giving twelve months' notice, either on the expiration of twenty-five years or on the 31st December 1928 or on the expiration of any subsequent period of ten years. Government may also determine, on giving notice, if the Company fail to comply with the obligations of the contract. In the former case, Government will pay a sum equal to twenty-five times the amount of the average yearly net earnings during the five years immediately preceding the time of termination, but not exceeding by more than 50 per cent, or not being less than the total capital in sterling expended. In the latter case, Government will pay the fair value of the railway and works.

(iv) *Power of Company to surrender contract*.—Nil.

(v) *Terms of working*.—From the gross earnings, will be deducted all charges properly debitable to revenue as working expenses and the balance paid to the Company.

(vi) *Rates and fares*.—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charge for tunnels and rack system portions, the Company can vary such rates within the maxima and minima.

8. General remarks.—The East Indian railway works over the following lengths of foreign lines —Agra East Bank to Agra Fort (1 mile) of the Rajputana-Malwa railway; and Kidderpore Docks to Naihati (34.50 miles) of the Eastern Bengal State railways. The following portions of the East Indian railway are worked over by other lines:—at Katni (0.55 mile) by the Bengal-Nagpur railway; Agra to Tundla (12.75 miles), at Cawnpore (1.92 miles), at Manikpur (0.63 mile), and at Katni (0.42 mile) by the Indian Midland railway, and Ghaziabad to Delhi (13 miles) by the North Western and Oudh and Rohilkhand State railways. A length of this railway from Delhi to the junction with the Southern Punjab railway, 133 miles, is worked over by the North Western State railway.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class: No.	Name and sections and railway.	Date of sanction.	Date of opening.	Mileage.	Total. ¹
I (a)	EAST INDIAN SYSTEM—concluded.				
9 (k)	GAEKWAR'S DABHOI— (See Bombay, Baroda and Central India system.)				
9 (h)	GAEKWAR'S MEHSANA— (See Bombay, Baroda and Central India system.)				
9 (j)	GODHRA-RUTLAM-NAGDA— (See Bombay, Baroda and Central India system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

9. Details of construction.—

(a) *Permanent-way.*—

East Indian railway.—The main line is laid with wooden and cast iron plate sleepers. The rails, varying in weight from 74 lb. to 82 lb. to the yard, are being replaced by 85 lb. steel rails. On the Oudh loop, the rails are laid on transverse timber sleepers and cast iron bowl and plate sleepers. On the Jherriah branch, the rails are iron, cut, 18' 6" long, and are laid on timber sleepers. On the Giridih branch, the rails are laid on transverse timber sleepers and cast iron bowl and plate sleepers. On the Patna-Gya branch, the first 29 miles are laid with 64 lb. rails. On the Moghal Sarai-Gya extension, double headed 75 lb. rails are laid with cast iron chairs and timber sleepers. On the Jabulpore branch, the first 54 miles are laid with 82 lb. rails and the rest with 74 lb. rails on creosoted sleepers of fir and sal. The Azimganj branch is laid with 82 lb. rails on Denham Olphert's plate sleepers.

Delhi-Lamballa-Kalka railway.—The permanent-way consists of double-headed steel rails, 75 lb. to the yard, laid on Denham Olphert's sleepers.

South Bihar railway.—The permanent-way is of the East Indian railway standard design with double-headed rails, 75 lb. to the yard, laid half with cast iron chairs and timber sleepers and half with Denham Olphert's sleepers.

Tarapur railway.—The permanent-way consists of 74 lb. rails and fastenings of wrought iron purchased from the East Indian railway, the sleepers used being transverse plate of cast iron of the Denham Olphert's latest pattern.

Kalka-Simla railway.—The permanent-way will be 41 lb. steel flat bottomed rails on wooden sleepers.

(b) *Ballast.*—The line is ballasted throughout with stone.

(c) *Tunnels.*—

East Indian railway.—The only important tunnel is the "Monghyr," 900 feet in length, at mile 29½ on the loop line, between Banarapur and Jamalpur.

Kalka-Simla railway.—The following are the important tunnels on this line.—Gamma 510 feet, mile 56½; Koti, 2,325 feet in length, at mile 10; Kammarhatti I, 552 feet, mile 25; Barooch, 3,752 feet, mile 26½; Solan IV, 1,000 feet, mile 30½; Brewery I, 810 feet, mile 31 75; Multia II, 760 feet, mile 31 63; Ranoo I, 530 feet, mile 42; Kindaghat I, 1,225 feet, mile 35½; Taradevi I, 1,605 feet mile 53; and Simla, 1,140 feet, at mile 50½. There are 67 other tunnels, varying from 15 feet to 420 feet in length, aggregating 10,605 feet.

(d) *Bridges.*—The following are the important bridges of 1,000 feet length and over.—Sone (between Bhatta and Kailwar), 28 spans of 150 feet; Jumna (Allahabad), 14 spans of 200 feet, 1 span of 30 feet, and 1 span of 20 feet; Jumna (Delhi), 12 spans of 211½ feet and 2 spans of 14½ feet; Jubilee (between Hooghly and Nathati), 2 spans of 523½ feet and 1 span of 100½ feet; Tonsa (between Meja Road and Karchana), 7 spans of 150 feet and 2 spans of 33 feet; Kuel (Luckeesari), 9 spans of 150 feet; Barakar, 5 spans of 150 feet, 6 spans of 100 feet and 1 span of 200 feet; Sone (Dehri), 93 spans of 100 feet; Phulga (between Manpur and Gya), 18 spans of 100 feet and 1 span of 30 feet; Soma (between Luckeesari and Gya), 3 spans of 60 feet and 30 spans of 30 feet; and Sukri (between Worsleyganj and Narwalah), 10 spans of 60 feet.

(e) *Fencing.*—The line is double fenced throughout, excepting the Azimgarh branch and Barakar-Katrasgarh section of the Jherriah branch, which are unfenced, and also the Moghal Sarai-Gya Luckeesari section which is fenced near villages, round station yards and for a short distance near each level crossing only.

(f) *Curves.*—There are at present no curves of less than 1,000 feet radius.

(g) *Gradients.*—Of a total open mileage of 2,101.27 miles on the system, 334.45 miles are on a gradient of 1 in 300, or steeper.

History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	* Total. Miles.
8 (a)	GREAT INDIAN PENINSULA SYSTEM— (5' 6" gauge.) NORTH-EAST LINE— <i>Main line—</i> Victoria terminus to Bori Bandar Bori Bandar to Thána Thána to Kalyán { Thána to Persick 				

* For coal traffic only; subsequently opened for public traffic as follows: mile 18.44 to mile 21 on 1st January 1881.

on the 31st December 1901 alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Great Indian Peninsula railway system is made up of—

	Open line.	Under construction.	Total.
	Miles.	Miles.	Miles.
(a) Great Indian Peninsula railway (5' 6" gauge)	1,548 28	...	1,548 28
(b) Khamgaon railway (5' 6" gauge)	7 89	...	7 89
(c) Amraoti railway (5' 6" gauge)	5 72	...	5 72
(d) Indian Midland railway (5' 6" gauge)	796 25	...	796 25
(e) Bina-Goonna-Baran railway (5' 6" gauge)	145 59	...	145 59
(f) Bhopal-Ujjain railway (5' 6" gauge)	113 27	...	113 27
(g) Bhopal-Itarsi railway (5' 6" gauge)	57 39	...	57 39
(h) Gwalior Light railway (2' 6" gauge)	126 14	56 82	182 96
Total	2,800 53	56 82	2,857 35

2. Great Indian Peninsula railway—

(a) The Great Indian Peninsula railway is worked under the following contract:—

Contract of—21st December 1900—Contract for working the Great Indian Peninsula railway and Indian Midland railway systems as one undertaking.

(b) The general conditions of the contract are as follows.—

(i) *Government aid*—Government to pay interest at 3 per cent. per annum on the amount for the time being paid up, or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Company which is at present authorised at £ 2,575,000. All capital will be provided by the Secretary of State bearing interest at the rate of 3½ per cent. per annum or at such other rate as may be agreed upon; or will be raised by the Company by the issue of debentures or debenture stock at such rate of interest as the Secretary of State may determine. Land was also provided free.(ii) *Terms of contract*—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, and all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £ 40,781,568, * payable up to the 17th August 1948, in the form of a terminable annuity of £ 1,268,516.

* Company's stock at date of purchase	£ 31,850,218
Debenture and debenture stock	5,922,350
Total	40,772,568

(iii) *Currency of contract*—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the company for all debts and liabilities incurred under sanction.(iv) *Power of Company to surrender contract*—Nil.(v) *Terms of working*—If the receipts for any year ending on the 30th day of June (after payment half-yearly to the Secretary of State of the sum of Rs. 1,00,00,000 and repayment to the Secretary of State of all interest payable on all the moneys raised after the 30th June 1900 otherwise than by the issue of share or capital stock) exceed the payments for the same period, 1/10th of the surplus are paid to the Secretary of State and 9/10th to the Company. Provided that if the Company increase its new capital and issue further shares or stock as fully paid up in exchange for stock of the Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of 1/10th as the additional capital of the Company bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.(vi) *Rates and fares*.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

3. Khamgaon and Amraoti railways—

(a) The Khamgaon and Amraoti railways are worked under the following contract. —

Contract of—6th May 1890 (between the Secretary of State and the Great Indian Peninsula Railway Company) for working and maintenance.

(b) The general conditions of the contract are as follows —

(i) *Government aid*.—These branches were constructed from the surplus revenues of the Berars.(ii) *Currency of contract*.—Agreement to remain in force during the currency of the principal contract.(iii) *Terms of working*—After deducting, as working expenses, a sum equal to the same percentage of gross receipts of the railway as obtains on the whole of the undertaking including branches, plus 5 per cent. for rolling-stock, the balance to be paid over to Government.(iv) *Rates and fares*.—Same rates and fares as are in force on the Great Indian Peninsula railway. In addition, certain extra tolls are leviable on the Amraoti railway.

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History of railways.

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History of railways constructed and in progress



Class No	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
8 (u)	GREAT INDIAN PENINSULA SYSTEM—contd.				
	Brought forward . . . . .	...	..		986.74
	SOUTH-EAST LINE—				
	<i>Main line—</i>				
	Kalyán to Palasdhari { Kalyán to Neral	13-5-54	12-5-56	30.61	
	(Karjat) { Neral to Palasdhari	10-1-55			
	Palasdhari to Khandala (Bhore ghât)		14-5-63	13.20	
	Khandala to Lonavla (Bhore ghât)	7-7-55	14-6-58	2.35	
	Lonavla to Poona		14-6-58	39.66	
	Poona to Diksal		15-12-58	64.25	
	Diksal to Barsi Junction	5-10-55	23-10-59	50.60	
	Barsi Junction to Mohol		21-1-60	28.32	
	Mohol to Sholapur		6-6-60	20.51	
	Sholapur to Gulbarga	3-8-65	1-2-70	70.20	
	Gulbarga to the Kistna	Dec. '65	1-12-70	73.76	
	Kistna to Rârchur		1-5-71	15.31	
	Total Main line . . . . .	...	..	...	408.86
	<i>Branches—</i>				
	<i>Dhond-Manmad branch—</i>				
	Dhond to Ahmednagar	25-8-77	15-3-78	50.41	
	Ahmednagar to Manmad		17-4-78	05.03	
	<i>Khopoli branch—</i>				
	Palasdhari to Khopoli	30-1-55	12-5-56	7.74	
	Total Branches . . . . .	...	...	...	152.08
	TOTAL, SOUTH-EAST LINE . . . . .	...	..	...	561.54
	GRAND TOTAL, GREAT INDIAN PENINSULA PROPER . . . . .	...		...	1,548.28
	DOUBLE LINE—NORTH-EAST LINE—				
	Victoria terminus to Borí Bandar . . . . .	...	1-1-82	0.10	
	Borí Bandar to Thana . . . . .	...	16-4-53	20.54	
	Thana to Kalyán . . . . .	...	1-5-54	12.65	
	Kalyán to Vasind . . . . .	...	22-10-66	16.15	
	Vasind to Agraon . . . . .	...	20-2-67	0.65	
	Agraon to Kasna . . . . .	...	25-4-67	15.04	
	Kasna to Igatpuri . . . . .	...	1-1-65	0.80	
	Igatpuri to Nashik . . . . .	...	10-1-60	31.43	
	Nashik to Chalisgaon . . . . .	...	10-1-69	87.24	
	Chalisgaon to Karggaon . . . . .	...	10-1-69	11.66	
	Karggaon to Pachora . . . . .	...	17-3-60	16.05	
	Pachora to Maheji . . . . .	...	27-5-69	9.14	
	Maheji to Bhudli . . . . .	...	6-3-73	27.50	
	Bhudli to Bhusaval . . . . .	...	6-6-73	7.84	
	Bhusaval to Bhusaval Junction . . . . .	...	1-7-92	1.11	
	Bhusaval Junction to Khandwa (Abna Junction) . . . . .	...	11-1-89	75.12	
	Khandwa Junction to Towa viaduct . . . . .	...	1-2-70	0.74	
	Total Double line, North-East line . . . . .	...	...	353.13	
	DOUBLE LINE—SOUTH-EAST LINE—				
	Kalyán to Palasdhari . . . . .	...	25-7-70	30.61	
	Palasdhari to Khandala { Bhore ghât . . . . .	...	14-5-63	13.20	
	Khandala to Lonavla { . . . . .	...	14-6-58	2.61	
	Total Double line, South-East line . . . . .	...	...	46.42	
	Carried over . . . . .	...	...	399.55	1,548.28

on the 31st December 1901, alphabetically arranged.

REMARKS.

4. Indian Midland railway—

(a) The Indian Midland railway is worked under the following contracts —

*Contract of—*and October 1885—Indian Midland Railway Company's principal contract.

18th March 1890.—Contract for the acquisition of the Sindia railway.

13th June 1896.—Contract for the Saugor-Katni railway.

21st December 1900.—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

(b) The general conditions of the contracts are as follows.—

(i) *Government aid*—Interest at 4 per cent per annum in sterling is guaranteed on £ 3 000,000 share capital. On further capital that may be required, the guarantee to be 4 per cent. or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system, and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company only raising the amount required for expenditure in England. Land was also provided free.(ii) *Currency of contract—Indian Midland contract.*—The contract of 1885 may be determined by Government, by giving 12 months' previous notice, on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fail to fulfil their obligations or if the line be worked at a loss for not less than three half-years continuously. On the termination of the contract, the Company is to hand over to Government the railway and all its belongings of every description and Government is to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900. But the Indian Midland Railway Company's right to a 4 per cent. guarantee on share capital and one-fourth share of surplus profits (as stated below) remains in full force till the termination of either the contract of 1885 or that of 1900.*Sindia and Saugor-Katni railways' contracts.*—The contracts of 1890 and 1896 run concurrently with that of 1885, to which they are supplemental.(iii) *Power of Company to surrender contract.*—Nil.(iv) *Terms of working.*—The surplus profits for any calendar year, after providing for payment to the Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, to be divided in proportion of three-fourths to Government and one-fourth to the Company.*NOTE*—The question of revised adjustment of working charges of the Native State lines, hitherto worked by the Indian Midland Railway Company, is under settlement with the Native States concerned.(v) *Rates and fares*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.(vi) *General remarks*—The Indian Midland and Great Indian Peninsula railways were amalgamated and worked as one undertaking on behalf of the State from the 1st July 1900.

5. Bina-Goonā-Baran and Bhopal-Ujjain railways—

(a) The Bina-Goonā-Baran and Bhopal-Ujjain railways are worked under the following agreements —

*Agreement of—*15th July 1896

4th August 1896

4th August 1896

12th May 1899

(Between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company) for working.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working.

(b) The general conditions of the agreements are as follows.—

(i) *Government aid.*—The line from Goona to Barān is owned jointly by the Durbars of the Gwalior, Tonk and Kotah States; and that from Bhopal to Ujjain by the Bhopal and Gwalior States.(ii) *Currency of agreement.*—The Agreements may be terminated on the expiry of ten years from the dates of the opening of the railways, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage	Total.
				Miles.	Miles.
8 (a)	GREAT INDIAN PENINSULA SYSTEM—contd.				
	Brought forward . . . . .	...	...	399'55	1,548'28
	DOUBLE LINE—NAGPUR BRANCH—				
	Bhusaval Junction to Nádgaon . . . . .	...	11-1-89	17'72	
	Nádgaon to Shegaon . . . . .	...	1-4-90	44'65	
	Total Double line, Nágpur branch . . . . .	...	...	62'37	
	GRAND TOTAL, DOUBLE LINE . . . . .	...	...	461'92	
8 (b)	KHÁMGAON. (5' 6" gauge).				
	Jalamb to Khámgaon	7-6-69	4-3-70	7'89	
	TOTAL, KHÁMGAON . . . . .	...	...	...	7'89
8 (c)	AMRÁOTI— (5' 6" gauge).				
	Badnera to Amráoti	11-6-70	16-2-71	5'72	
	TOTAL, AMRÁOTI . . . . .	...	...	...	5'72
8 (d)	INDIAN MIDLAND SECTION. (5' 6" gauge).				
	Main line—				
	Bhopal to Jhansi	*	1-1-89	180'49	
	Jhansi to Gwalior	11-6-86	1-3-89	60'39	
	Gwalior to Hatampur	24-8-77 {	20-12-79	32'40	
	Hatampur to Dholpur		15-5-81	8'55	
	Dholpur to Agra Cantonment	15-2-76	10-1-78	33'69	
	Total, Main line . . . . .		...	...	315'52
	Branches—				
	Mánikpur branch—				
	Jhansi to Mau Ranipur	23-8-83 {	5-6-89	39'96	
	Mau Ranipur to Banda		1-8-89	78'96	
	Banda to Mánikpur		15-2-89	61'45	
	Cawnpore branch—				
	Jhansi to Chaunrah	12-3-84, 3-3-86 {	1-2-88	95'00	
	Chaunrah to Cawnpore		1-4-86	40'22	
				180'37	
	Dina to point of junction with Dina-Goonn Baran railway.	...	1-5-95	2'01	
	Bhopal to point of junction with Bhopal-Ujjain railway.	...	11-11-95	0'21	
	Bira-Sáuger-Katni branch—				
	Bira to Sáuger	Aug. '87	5-6-89	46'24	
	Sáuger to Damoh	Dec. '95	26-3-98	47'83	
	Damoh to Katni	Jan. '86	1-1-99	67'88	
	From centre of Katni-Murwara station to junction with Bengal-Nágpur railway . . . . .	...	1-1-90	0'71	
	Connecting link with East Indian railway at Katni-Murwara from points in Indian Midland railway main line to junction with East Indian railway . . . . .	...	1-1-99	0'27	
				162'93	
	Total Branches . . . . .	...	...	...	480'73
	TOTAL, INDIAN MIDLAND PROPER . . . . .	...	...	...	796'25
	Carried over . . . . .	...	...	...	2,358'14

* Sanctioned in sections as follows: Bhopal to Shilasa, 2nd March 1886; Shilasa to Basoda, 24th June 1886;

on the 31st December 1901, alphabetically arranged.

REMARKS.

5. Bina-Goonā-Baran and Bhopal-Ujjain railways—conclud.

(b) General conditions—concluded.

(iii) *Terms of working.*—*Bina-Goonā and Bhopal-Ujjain.*—The Company retain 50 per cent. of the gross receipts of the railway of each half-year; and receive rent for works, &c., in sole and joint use at Bina and Ujjain Junction respectively, and rent for the telegraph lines and instruments when not the property of the railway.

Goonā-Baran.—The Company retain out of the gross receipts a sum bearing the same percentage to the entire gross receipts of the railway for each half-year as the aggregate working expenses of the whole system of the Company (including the railway) bear to the gross receipts of that system for the same half-year, not exceeding 50 per cent. of the entire gross receipts of the railway for that half-year.

(v) *Rates and fares.*—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

6. Bhopal-Itarsi railway—

(a) The Bhopal-Itarsi railway is worked under the following contract :—

Contract of—20th April 1894 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working.

30th June 1897 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

(b) The general conditions of the contracts are as follows :—

(i) *Government aid.*—The British Government has paid for the portion, 13·11 miles, in their own territory, and a moiety of the cost of the bridge over the Nerbudda or in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions.

(ii) *Currency of contract.*—The provisions in the contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend and are applicable to the Bhopal-Itarsi railway.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—The Company receive a sum bearing the same percentage to the gross receipts of the Bhopal Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system *plus* 5 per cent. per annum of the gross receipts of the Bhopal-Itarsi railway for use of rolling-stock. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

(v) *Rates and fares.*—The same rates and fares as are in force on the Great Indian Peninsula railway.

7. Gwalior Light railway—

(a) The Gwalior Light railway is worked under the following agreement :—

Agreement of—11th October 1900 (between the Government of His Highness the Maharaja Sindia of Gwalior and the Indian Midland Railway Company) for working.

(b) The general conditions of the agreement are as follows :—

(i) *Government aid.*—The Gwalior Light railway is the property of the Gwalior Durbar.

(ii) *Currency of contract.*—Either party may determine the agreement by giving three months' notice.

(iii) *Terms of working.*—The gross receipts are to be collected and treated as receipts of the Indian Midland Railway Company and from them will be deducted :—

5 per cent. per annum for construction and maintenance of accommodation required for the exclusive use of the Light railway; 7½ per cent. for ballast, permanent-way, etc., including maintenance and renewal *plus* 15 per cent. to cover supervision and general charges other than those rendered in the accounts.

(v) *Rates and fares.*—Rates and fares as are in force on the Great Indian Peninsula railway.

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Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
8 (a)	GREAT INDIAN PENINSULA SYSTEM—contd.				
	Brought forward . . . . .	...	...	...	2,358'14
8 (a)	BINA-GOONA-BARAN. (5' 6" gauge).				
	From the joint boundary of the Indian Midland and Bina-Goonā Baran railways, a point 2'00 miles from the centre of Bina station to Goonā.	2-3-92	23-9-95	71'71	
	From centre of Goonā station (mile 216—3,402 feet) to centre of Bārān station (mile 290—697 feet).	28-1-97	15-5-99	73'88	
	TOTAL, BINA-GOONA-BARAN . . . . .	..	...	...	145'59
8 (f)	BHOPAL-UJJAIN. (5' 6" gauge).				
	Bhopal to Ujjain	10-11-92	11-11-95	113'27	
	TOTAL, BHOPAL-UJJAIN . . . . .	...	..	...	113'27
8 (g)	BHOPAL-ITARSI. (5' 6" gauge).				
	Main line—				
	Itārsi to Hoshangabad	31-7-50	1-6-82	10'89	
	Hoshangabad to Bhopal		18-11-84	46'22	
	Total, Main line . . . . .	...	...	...	57'11
	Branch—				
	Centre of Bhopal station to the joint boundary of the Bhopal Itārsi and Indian Midland railways at Bhopal	July '94	11-11-95	0'28	
	Total Branch . . . . .	...	...	...	0'28
	TOTAL, BHOPAL-ITARSI . . . . .	...	...	...	57'39
	Carried over . . . . .	...	...	...	2,674'39

on the 31st December 1901, alphabetically arranged.

REMARKS.

8. General Remarks.—

The following length of the Great Indian Peninsula railway is worked over by foreign lines.—4.39 miles from Dadar Junction to Carnar bridge by the Bombay, Baroda and Central India railway

The Great Indian Peninsula railway has running powers over 7.25 miles of the Bombay, Baroda and Central India railway from Dadar Junction to Colaba.

The Indian Midland railway has running powers over the following lengths of foreign lines.—2.89 miles at Agra belonging to the Rajputana-Malwa railway; 12.75 miles from Agra to Tundla belonging to the East Indian railway; 1.12 miles at Cawnpore belonging to the East Indian railway; 0.63 mile at Manikpur belonging to the East Indian railway; 0.42 mile at Katni belonging to the East Indian railway; 1.98 miles at Katni, belonging to the Bungal-Nagpur railway; 0.24 mile at Ujjain, belonging to the Bombay, Baroda and Central India railway; 0.13 mile at Itanagar belonging to the Great Indian Peninsula railway, and 1.00 mile at Cawnpore belonging to the Oudh and Rohilkhand railway.

9. Details of construction—

(a) Permanent-way—

Great Indian Peninsula railway.—The rails originally laid were iron, weighing 68 lb. and 84 lb. to the yard. These have now been replaced by steel rails weighing 69 lb., 82 lb., and 86 lb. to the yard. The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron pots; there were 1,672.62 miles of bowl sleepers and 65.52 miles of wooden sleepers on the 31st December 1901. The whole of the South East line, excepting the Ghat section, is laid with iron pots. On the Dhond-Maundad line, the rails are chiefly double headed steel, 60 lb. to the yard, laid on iron pot sleepers. On the Wardha-Cool railway, there are 29.88 miles of 60 lb. double headed steel rails and 27 miles of 68 lb. iron rails. The sleepers throughout are of ball round teak.

Khamgaon railway.—The line was originally laid with 57 lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 68 lb. iron rails and cast-iron pot sleepers.

Amravati railway.—The permanent-way is of iron, the rails weighing 68 lb. to the yard; the sleepers are pot.

Indian Midland railway.—The main line is laid with flat-footed steel rails 80 lb. to the yard, and oval pot sleepers, weighing 92 lb. each bowl, excepting the line from Cawnpore to the South Bank of the Jumna river near Kalpi, where the rails are 75 lb. to the yard, double-headed, laid on Denham-Oliphant's sleepers with 20 feet width formation. The late Sindia State railway was originally laid with iron rails 60 lb. to the yard on transverse decelar sleepers, the latter from time to time as they deteriorated have been renewed with Indian Midland railway pot sleepers. Up to the end of 1901, 74.53 miles of track have also been relaid with Indian Midland railway steel rails 80 lb. to the yard.

Bina-Goonna-Bārān railway.—On the Bina-Goonna section, the permanent-way consists of 75 lb. steel rails laid on steel transverse sleepers. On the Goonna-Bārān section, the permanent-way consists of 75 lb. flat-footed steel rails with 4 holed fish-plates laid on decelar sleepers. Some 15 miles of Indian State railway pattern steel trough sleepers surplus from the Bhopal-Ujjain and Bina-Goonna railways have been utilized on the Gwalior section.

Bhopal-Ujjain railway.—The permanent-way consists of 75 lb. flat-footed steel rails laid on transverse steel sleepers.

Bhopal-Itarsi railway.—The line was originally laid with 62 lb. steel rails. Up to the end of December 1901, 29.34 miles of track have been relaid with Indian Midland railway 80 lb. steel rails. The sleepers were partly of steel and partly of crossoted pine and other kinds of wood. The wooden sleepers have been renewed from time to time with Indian Midland railway pot sleepers. A similar operation has now been taken in hand with the steel trough sleepers in the road, of which two miles have been renewed with Indian Midland railway pot.

Gwalior Light railway.—The permanent-way consists of 30 lb. steel rails laid on sal and steel trough sleepers, Indian State railway pattern.

(b) *Ballast.*—The line is fully ballasted throughout.

(c) *Tunnels.*—The following are the tunnels of 500 feet length and over—Bhor: Ghat No. 7, 858 feet; No. 8, 873 feet; No. 9, 846 feet, and No. 13 (between Palasdhari and Thakurvadi) 1,311 feet; No. 16, 594 feet; No. 22, 846 feet; and No. 23 (between Thakurvadi and Bhore Ghat Reversing) 768 feet. No. 24 (between Bhore Ghat Reversing and Khandala) 1,023 feet; Thull Ghat No. 2 (between Kasara and Thull Ghat Reversing) 1,422 feet; No. 4, 573 feet; No. 7, 1,449 feet; No. 8, 1,158 feet; and No. 21 (between Thull Ghat Reversing and Igatpuri) 765 feet; and Bagra, (between Gurra and Bagra) 891 feet. There are 27 other tunnels varying in length from 132 feet to 500 feet, aggregating 7,834 feet.

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History of railways.

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History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
8 (a)	GREAT INDIAN PENINSULA SYSTEM—concl'd.				
	Brought forward . . . . .	...	...	...	2,674'39
8 (h)	GWALIOR LIGHT.				
	(2' 6" gauge).				
	Gwalior to Sipri . . . . .	...	2-12-09	73'81	
	Gwalior to Bhind		2-12-09	52'33	
	Total open mileage . . . . .	...	...	...	126'14
	<i>Line under construction or sanctioned for construction—</i>				
	Gwalior to Subalgarh	4-10-01	...	56'82	
	Total line under construction . . . . .	...	...	...	56'82
	TOTAL, GWALIOR LIGHT . . . . .	...	...	...	182'96
	GRAND TOTAL, GREAT INDIAN PENINSULA SYSTEM . . . . .	...	...	...	2,857'35
21 (c)	GUNTAKAL-MYSORE FRONTIER— (See Southern Mahratta system.)				
8 (h)	GWALIOR LIGHT— (See Great Indian Peninsula system.)				
6 (b)	HARDWAR-DEHRA— (See Oudh and Rohilkhand system.)				
21 (j)	HINDUPUR (YESVANTPUR-MYSORE FRONTIER). (See Southern Mahratta system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

9. Details of construction—concl'd.

(d) *Bridges.*—The important bridges of 1,000 feet length and over are as follows:—Bhima (between Diksal and Katraj) 28 spans of 40 feet; Cogni (between Shalabad and Wadi) 16 spans of 75 feet, 6 spans of 60 feet, and 12 spans of 30 feet; Krishna (between Krishna and Chikmagur) 36 spans of 100 feet; Tapti (between Dhusaval and Daskhedra) 5 spans of 142 feet, and 28 spans of 62 feet; Mund (between Naghjhari and Paras) 15 spans of 60 feet; Towa (between Gurra and Bagra) 4 spans of 302 feet, and 2 spans of 132 feet; Nerbudda (between Bikrampur and Shahpura) 5 spans of 142 feet, and 6 arches of 40 feet; Bhina (between Dhond junction and Pimpri) 28 spans of 40 feet; Godivari (between Puntamba and Samvatsar) 21 spans of 50 feet; Ken (between Khairada and Banda) 12 spans of 100 feet, and 1 span of 250 feet; Betwa (between Oorcha and Barwa Sagar) 13 spans of 150 feet, and 1 span of 60 feet; Dhassan (between Kora and Harpalpur) 13 spans of 100 feet; Jumna (between Chaurah and Kalpi) 10 spans of 250 feet; Bearmi (between Damoh and Ghatiga) 12 spans of 100 feet; Betwa (between Talbahat and Basai) 9 spans of 150 feet; Sindh (between Sanagit and Dabra) 9 spans of 100 feet, and 1 span of 60 feet; Chambal (between Hetampur and Dholpur) 12 spans of 186 feet, and 2 spans of 136 feet; Betwa (between Bina and Damoh Mangavali) 16 spans of 100 feet; Parbati (between Dharmauda and Bhuba) 11 spans of 100 feet, and Nerbudda (between Hoshangabad and Budni) 14 spans of 150 feet, and 1 span of 60 feet.

(e) *Fencing.*—

Great Indian Peninsula railway.—The line, with the exception of the Mohpani, Chalisgaon-Dhulia and Jalgaon-Amalner branches is well fenced throughout.

Khimgaon railway.—About 126 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced.

Amravati railway.—The line is fenced only at the Badnera and Amravati ends.

Indian Midland railway.—The line is fenced throughout, except between Banda and Jhānsi on the Jhānsi-Manickpur section. On the Saugor-Katni branch, fencing has been erected through Saugor Cantonments and at Damoh and Katui-Murwara stations only.

Bina-Goonā-Bārān railway.—The line is fenced throughout from Bina to Goona, but the Goona-Bārān section is unfenced except at stations.

Bhopal-Ujjain railway.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

Bhopal-Itarsi railway.—The line is wholly fenced.

Gwalior Light railway.—The line is fenced between Gwalior and Morar only.

(f) *Curves.*—On the 5' 6" gauge section the sharpest curve has a radius of 990 feet, it is 0.34 mile long and is situated between mile 75 and 76 from Bombay.

Gwalior Light railway.—The sharpest curve in station yards has a radius of 200 feet. The sharpest curve out of stations has a radius of 955 feet.

(g) *Gradients.*—Of a total open mileage on the system of 2,800.53 miles, 28.42 miles are on a gradient of 1 in 80 or steeper on the 5' 6" gauge, and 1.17 miles on 1 in 40 on the 2' 6" gauge Gwalior Light railway.

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage: Miles.	Total. Miles.
31 (a)	HOWRAH-AMTA LIGHT— (2' 0" gauge.)				
	<i>Main line—</i>				
	Telkul ghat (Howrah) to Dumjur	27-3-95	1-7-97	9'20	
	Dumjur to Bārgachia		2-10-97	3'87	
	Bārgachia to Majd		4-5-98	5'50	
	Maju to Amta		1-6-98	6'62	
	Total Main line . . . . .	...	...	...	27'19
	<i>Branch—</i>				
	Bārgachia to Jagatbalabpur	27-3-95	2-10-97	1'50	1'50
	Total Branch . . . . .	...	...	...
	TOTAL, HOWRAH-AMTA . . . . .	...	...	...	28'69

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Howrah-Amta Light railway—

- (a) The Howrah-Amta Light railway is worked on the terms in Bengal Government, Public Works Department, Notification No. 111, dated the 26th March 1895, under the following agreement.—

Agreement of—12th June 1884 (between the District Board of Howrah and the Bengal District Road Tramways Company).

- (b) The general conditions are as follows.—

(i) *Aid by the District Board.*—As subsidy for payment of interest, the District Board has guaranteed a sum sufficient to make the net earnings equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of the district road, not exceeding 16 feet and on one side only, has been granted to the company for the purpose of laying the line, a clear width of 14 feet being left for vehicular traffic.

(ii) *Currency of agreement.*—The District Board has the power of determining the agreement after 21 years. In the event of the District Board of Howrah exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1893 (Bengal Code), the value to be placed upon the railway to be calculated by adding to the value of the whole railway from Howrah to Amta with all its equipments, as a dividend earning investment, a bonus of 20 per cent. over and above such value.

(iii) *Terms of working.*—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent. upon the capital for the time being of the Company, such surplus profits are divided between the Company and the District Board in equal proportions.

(iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.

(v) *General remarks.*—The line generally runs through the town of Howrah and along the district road after leaving Howrah. Diversions have been made to avoid sharp curves in the road. On the 13th January 1899 the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

2. Details of construction—

(a) *Permanent-way.*—The permanent-way consists of steel rails, Vignole's pattern, 25 lb. to the yard, laid on cross-sleepers of pyinkado.

(b) *Ballast.*—The line is ballasted throughout.

(c) *Fencing.*—The line is unfenced.

(d) *Curves.*—The sharpest curve, sanctioned specially for the town of Howrah, is of 144 feet radius.

(e) *Gradients.*—Of a total mileage of 28.69 miles, 1.1 miles are on a gradient of 1 in 100, or steeper.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
32 (a)	HOWRAH-SHEAKHALA LIGHT— (2' 0" gauge.) <i>Main line—</i>				
	Kadamtolla to Chanditala	27-3-95	2-8-97	8.88	
	Chanditala to Kistrampur		10-9-97	3.75	
	Kistrampur to Sheakhala		7-11-97	4.75	
	Total Main line . . . . .	...	...	...	17.38
	<i>Branch—</i>				
	Chanditala to Janai	27-3-95	5-5-98	2.37	2.37
	Total Branch . . . . .	...	...	...
	TOTAL, HOWRAH-SHEAKHALA . . . . .	...	...	...	19.75
10 (c)	HYDERABAD-GÓDÁVARI VALLEY— (See Nizam's Guaranteed State system.)				
8 (d)	INDIAN MIDLAND— (See Great Indian Peninsula system.)				
9 (m)	JAIPUR (Bawal-Madhupur.) (See Bombay, Baroda and Central India system.)				
7 (d)	JAMMU AND KASHMIR (Native state section)— (See North Western system.)				
20 (b)	JAMNAGAR— (See Bhavnagar-Gondal-Junagar-I orbandar system.)				
20 (c)	JETALSAR-RÁJKOT— (See Bhavnagar-Gondal-Junagar-I orbandar system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Howrah-Sheakhala Light railway—

- (a) The Howrah-Sheakhala Light railway is worked on the terms in Bengal Government, Public Works Department, Notification No. 112, dated the 26th March 1885, under the following agreements.—

Agreements of—12th June 1884 (between the District Board of Howrah and the Bengal District Road Tramways Company).

16th July 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

- (b) The general conditions are as follows:—

(i) *Aid by the District Board*.—As subsidy for payment of interest, the District Board has guaranteed to make up the net earnings to Rs. 950 per mile constructed and opened per annum. Land was also provided free of charge.

(ii) *Currency of agreement*.—The agreement is current for a period of 21 years. In the event of the District Board of Howrah exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1883 (Bengal Code), the price to be placed upon the tramway to be calculated by adding to the value of the whole tramway from Howrah to Sheakhala with all its equipment as then constituted a bonus of 15 per cent. over and above such value.

(iii) *Terms of working*.—Whenever the net earnings of the Company are in excess of 4 per cent. upon the capital of the Company actually paid up and expended for the time being, such surplus profits are divided between the Company and the District Board in the proportion of two-thirds to the Company and one-third to the District Board.

(iv) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

(v) *General remarks*.—On the 13th January 1899 the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

2. *General remarks*.—The Howrah-Sheakhala railway works over 2·00 miles of the Howrah-Amta railway from Howrah to Kadamtolla.

3. Details of construction—

(a) *Permanent-way*.—The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pyinkado.

(b) *Ballast*.—The line is ballasted throughout.

(c) *Fencing*.—The line is unfenced.

(d) *Curves*.—The sharpest curves, sanctioned specially for Howrah town, are of 144 feet radius.

(e) *Gradients*.—Of a total mileage of 19·75 miles, 0·20 mile is on a gradient of 1 in 100, or steeper.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
	JODHPUR-BIKANER SYSTEM— (3' 3½" gauge.)			Miles.	M les.
18(a)	<i>Jodhpur section—</i>				
	Marwar railway Junction to Marwar Pali	1883	24-6-82	19'00	
	Marwar Pali to Luni Junction		17-6-84	25'00	
	Luni Junction to Jodhpur	1884	9-3-85	20'00	
	Jodhpur to Merta Road	1890	8-4-91	64'00	
	Merta Road to Kuchaman Road	July 1891	13-3-99	73'00	
	Luni Junction to Pachhadra	31-12-85	22-3-87	60'00	
	Balotra to Barmer	Aug. 1897	15-5-95	60'00	
	Barmer to the Jodhpur Frontier		22-12-00	74'44	
	Merta Road to Nagour	1890	16-10-91	35'00	
	Nagour to Bhagu		9-12-91	24'50	
	TOTAL, JODHPUR SECTION . . . . .	...	..	...	454'94
18(b)	<i>Bikaner section—</i>				
	Bhagu to Bikaner	1890	9-12-91	43'50	
	Bikaner to Dulmora	Dec. 1895	2-6-98	42'00	
	Dulmora to Lankaransar	27-1-98	1-1-01	8'32	
	Lankaransar to Suratgarh	9-2-99		63'53	
	TOTAL, BIKANER SECTION . . . . .	...	...	...	157'35
	TOTAL OPEN MILEAGE, JODHPUR-BIKANER . . . . .	...	...	...	612'29
	<i>Lines under construction or sanctioned for construction—</i>				
	<i>Bikaner section—</i>				
	Suratgarh to Bhatinda	15-7-99	Uncertain	...	88'00
	TOTAL, JODHPUR-BIKANER PROPER . . . . .	...	...	...	700'29
18 (c)	JODHPUR-HYDERABAD (BRITISH SECTION)—				
	Hyderabad to Shadipalli	5-3-91	18-8-92	55'49	
	Shadipalli to the Jodhpur Frontier	Aug. 1897	22-12-00	68'49	
	TOTAL JODHPUR-HYDERABAD (BRITISH SECTION) . . . . .	...	...	...	123'98
	GRAND TOTAL, JODHPUR-BIKANER SYSTEM . . . . .	...	...	...	824'27
18 (c)	JODHPUR HYDERABAD— (See Jodhpur-Bikaner system.)				

* Date of opening of standard gauge line; converted and opened on the 3' 3½" gauge on the 20th October 1901.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Jodhpur-Bikaner railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) Jodhpur section (3' 3½" gauge)	454'94	...	454'94
(b) Bikaner section (3' 3½" gauge)	157'35	88'00	245'35
(c) Jodhpur-Hyderabad railway (British section) (3' 3½" gauge)	123'98	...	123'98
Total	736'27	88'00	824'27

2. Jodhpore-Bikaner railway.—

(a) The Jodhpur-Bikaner railway is worked under the following contracts:—

*Contracts of—*13th July 1886 } (between the Government of India and the Jodhpur and Bikaner
30th July 1889 } Durbars) for constructing and working the line.

(b) The general conditions of the contracts are as follows:—

- (i) *Government aid.*—The line is the exclusive property of the two Durbars.
- (ii) *Currency of contract.*—These contracts may be modified at any time by mutual consent.
- (iii) *Terms of working.*—Each Durbar to receive all the profits of its respective portions.
- (iv) *Rates and fares.*—No provision was made for rates and fares in the contracts but certain rates and fares were approved by executive order.

3. The Jodhpur-Hyderabad railway (British section)—

(a) The Jodhpur-Hyderabad railway (British section) is worked under the following agreement—

*Agreement of—*22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway on the 3' 3½" gauge, from Balotra to Hyderabad, and for working the section from the Jodhpur Frontier to Hyderabad.

(b) The general conditions of the agreement are as follows:—

- (i) *Currency of agreement.*—As regards the working of the railway, this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.
- (ii) *Terms of working.*—Working expenses, excluding maintenance, are divided between the British and Native state sections in the ratio of the gross earnings of each section. Maintenance charges to be actual cost for each section of line.
- (iii) *Rates and fares.*—Maximum and minimum rates and fares and classification in force on the North Western railway from time to time to be in force on the British section.

Note.—Government of India, No. 245 R. T., dated the 6th March 1900 approved of the Rajputana-Malwa railway classification of goods which is in force on the Native state section, being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

4. Details of construction—

(a) *Permanent-way*—

Jodhpur-Bikaner.—Between Kuchaman Road and Jodhpur and between Merta Road and Suratgarh, the permanent-way consists of 36 lb. flat-topped steel rails, laid on steel trough and deodar sleepers. From Jodhpur to Marwar Pali the line was originally laid with old 36 lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers while the former are now mostly replaced by 41½ lb. and 50 lb. steel rails. Beyond Marwar Pali second-hand rails were originally laid on cross-tied pine sleepers, which have for the most part been renewed by deodar, except for the last 3 miles, where a new approach has been lately constructed on steel sleepers while the old rails have been mostly replaced by others of 41½ lb. section. The line between Balotra and Barmer is laid on 50 lb. steel rails and steel sleepers. The permanent-way between Luni Junction and Balotra has been relaid with similar rails and pine sleepers.

Jodhpur-Hyderabad (British section).—The Hyderabad-Shadipalli section is laid with 60 lb. iron rails and wooden sleepers, and of the Shadipalli-Jodhpur Frontier section, about 14 miles are laid with 40 lb. rails and Denham Olpherts sleepers and the remainder with 50 lb. rails and deodar sleepers.

(b) *Ballast.*—

Jodhpur-Bikaner.—On the greater portion of the line, ballast consists of coarse sand and small kunkur; but on the Merta Road-Kuchaman Road section it is chiefly broken stone, marble and kunkur.

Jodhpur-Hyderabad (British section).—The ballast is of stone and broken brick.

(c) *Fencing.*—With the exception of a few stations, the line is practically unfenced.(d) *Curves.*—There are no curves under a radius of 1,000 feet.(e) *Gradients.*—Of a total open mileage of 736'27 miles of the system, 84'43 miles are on a gradient of 1 in 150 or steeper.

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
33 (a)	JORHAT STATE LIGHT— (2' 0" gauge.)				
	<i>Main line—</i>				
	Gosaigaon to Jorhat	13-9-83	15-12-84	7'00	
	Jorhat to Dhali river		15-12-84	9'50	
	Dhali river to Titabar		10-7-87	1'75	
	Extension line from Gosaigaon to Borghoj (cold weather)		22-10-01	5'00	
	Total Main line . . . . .	...	...	...	23'25
	<i>Mariani branch—</i>				
	Chenimara Junction to Mariani	13-9-83	7-1-85	7'00	
	Total Branch . . . . .	...	...	...	7'00
	TOTAL, JORHAT . . . . .	...	...	...	30'25
4 (d)	JUBBULPORE-GONDIA EXTENSION— (See Bengal-Nagpur system.)				
1 (c)	KALKA-SIMLA— (See East Indian system.)				
23 (c)	KARAIKKAL-PERALAM— (See South Indian system.)				
8 (b)	KHAMGAON— (See Great Indian Peninsula system.)				
7 (h)	KHUSALGARH-KOHAT-THAL— (See North Western system.)				
11 (c)	KOLAR GOLD-FIELDS— (See Madras system.)				
21 (f)	KOLHAPUR— (See Southern Mahratta system.)				
13 (b)	LEDO AND TIKAK-MARGHERITA COLLIERY— (See Dibru-Sadiya system.)				
17 (b)	LUCKNOW-BAREILLY— (See Rohilkund and Kumaon system.)				
7 (c)	LUDHIANA-DHURI-JAKHA. - (See North Western system.)				

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage	Total.
				Miles.	Miles.
II (a)	MADRAS SYSTEM— (5' 6" gauge.)				
	SOUTH-WEST LINE—				
	<i>Main line—</i>				
	Madras to Veyasarpady	April 1868	7-4-73	2'16	
	Veyasarpady to Arcot	Veyasarpady to Arkonam,	1-7-56,	63'22	
	Arcot to Katpadi	7-5-57	7-5-57	14'96	
	Katpadi to Gudiyattam	between	19-5-58	15'36	
	Gudiyattam to Ambur	July 1853	16-1-60	17'01	
	Ambur to Vaniyambadi	and Febru-	1-2-60	9'98	
	Vaniyambadi to Tiruppattur	ary 1854.	23-5-60	14'19	
	Tiruppattur to Salem	Arkonam to	1-2-61	69'98	
	Salem to Sankaridrug	Kadalundi,	1-12-61	23'68	
	Sankaridrug to Podanur	between	12-5-62	71'18	
	Podanur to Pattambi	February	14-4-62	64'96	
	Pattambi to Kuttippuram	1854 and	23-9-61	11'50	
	Kuttippuram to Tirur	May 1857.	1-5-61	9'39	
	Tirur to Kadalundi	August '84	12-3-61	16'31	
	Kadalundi to Calicut	6-5-97	2-1-88	9'26	
	Calicut to Badagara . . . . .	...	1-10-01	28'75	
	Total Main line				441'89
	<i>Branches—</i>				
	<i>Ravapuram branch—</i>				
	Veyasarpady to Ravapuram	9-6-53	1-7-56	2'16	
	Ravapuram to Beach	16-12-99	22-1-00	1'03	
	Walajah Road (Arcot) to Ranipet	9-12-97	17-4-99	4'17	
				7'36	
	<i>Bangalore branch—</i>				
	Jalape Junction to Bangalore Cantonment	1862	1-8-64	84'37	
	Bangalore Cantonment to Bangalore City	March 1881	1-7-82	3'05	
				87'42	
	<i>Nilgiri branch—</i>				
	Podanur Junction to Coimbatore	17-8-70 {	1-2-73	3'78	
	Coimbatore to Mettupalaiyam		31-8-73	21'97	
				25'75	
	<i>Palghat branch—</i>				
	Olavakkot to Palghat	4-1-87	2-1-88	2'47	
	Total Branches	...	...	...	123'00
	TOTAL, SOUTH-WEST LINE	...	...	...	564'89
	NORTH-WEST LINE—				
	<i>Main line—</i>				
	Arkonam to Nagari	23-6-59	4-3-61	17'27	
	Nagari to Puttur	23-6-59	8-12-61	9'59	
	Puttur to Renigunta	& 3-1-60	15-9-62	14'46	
	Renigunta to Reddipalle	31-1-61			
	Reddipalle to Cuddapah	& 16-5-63	1-10-64	38'02	
	Cuddapah to Muddanuru	26-5-63			
	Muddanuru to Tadpatri	& 18-11-63	1-9-65	39'59	
	Tadpatri to Gooty	20-7-63			
	Gooty to the Tungabhadra river	& 22-7-65	1-8-66	34'31	
	Tungabhadra to Raichur	8-5-65			
		& 22-7-63	1-9-68	32'07	
		8-5-65			
		& 24-5-65	1-8-69	29'72	
		& 25-5-66			
		22-6-66			
		& 23-8-69	12-12-70	75'33	
		22-9-69	15-3-71	17'92	
	TOTAL, NORTH WEST LINE	...	...	...	308'28
	TOTAL, OPEN MILEAGE, MADRAS PROPER	...	...	...	873'17
	Carried over	...	...	...	873'17

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Madras railway system is made up of—

	Open line Miles.	Under construction. Miles.	Total. Miles.
(a) Madras railway (5' 6" gauge)	873'17	31'09	904'26
(b) East Coast State railway (North-East line) (5' 6" gauge)	497'22	...	497'22
(c) Kolar Gold-fields railway (5' 6" gauge)	9'88	...	9'88
(d) Nilgiri railway (3' 3½" gauge)	16'90	...	16'90
(e) Shoranur-Cochin railway (3' 3½" gauge) . . . . .	...	64'83	64'83
Total	1,397'17	95'92	1,493'09

2. Madras railway—

(a) The Madras railway is worked under the following contracts —

*Contracts of—*22nd December 1853 (South-West line).

19th December 1855 (South-West line).

13th August 1858 (North-West line).

2nd January 1871 (Amalgamation).

18th January 1901 (Calicut-Azhikal extension).

1st November 1901 (Walajah Road Arcot) (Ranipet branch).

(b) The general conditions of the contracts are as follows.—

(i) *Government aid.*—Guarantee of interest in sterling at 5 per cent. for term of contract. On some portion of the share capital and on debentures lower rates of interest are guaranteed. Land also was provided free of cost.

(ii) *Currency of contracts.*—In ninety-nine years from 1st April 1857, the line reverts to Government who would then pay only for the rolling-stock at its fair value, provided the Company had not previously given notice terminating the contract. Government may determine the contract by purchase within six months after the expiration of 25 or 50 years of the term, at the mean market value of the shares during the three preceding years. Possession to be taken of the railway at the half-yearly day next but one following the notice. Government may also determine the contract at any time, on giving three months' notice, if the Company fail to observe their obligations, Government repaying the capital expended.

NOTE.—Government relinquished their right to determine the contract at the end of the 25th year and the only remaining opportunity of giving notice of purchase will be in 1907 within six months after 1st April.

(iii) *Power of Company to surrender contract.*—The Company may surrender, on six months' notice, at any time, receiving back the capital expended.

(iv) *Terms of working.*—As to the lines covered by the contract of 2nd January 1871, surplus profits after repayment of the guaranteed interest of each half-year converted at the rate of exchange of 1s 10d per rupee are divided equally between Government and the Company. As to the Calicut-Azhikal railway, working expenses are calculated at the average rate prevailing in each half-year over the entire system, and if the net earnings in any half-year exceed the interest charges converted at the prescribed rate of exchange, one-fifth belongs to the Company, but any such excess in one half-year is a first charge against any deficiency in the two preceding half-years. Subject to the provisions in the contract of 18th January 1901, the covenants and provisions of the several principal indentures apply to the Calicut-Azhikal railway.

(v) *Rates and fares.*—*Madras railway system (except North-east line)*—Under the contract, Government fixed a maxima which cannot be altered by Government, and which cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company by an executive order to vary these rates within the prescribed maxima without reference to Government.

(vi) *General remarks.*—The Madras railway runs from Madras to Arkonam, where it divides into two branches, one proceeding in a north-westerly direction to Raichur, the other in a south-westerly direction to Calicut. The latter has branches to Bangalore, Mettupalaiyam and Palghat.

Appendix 47.
History of railways.

APPEN*History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. [*]	Total.
				Miles.	Miles.
11 (a)	MADRAS SYSTEM—contd.				
	Brought forward	...	...	...	873.17
	DOUBLE LINE, SOUTH-WEST LINE—				
	Washermenpet to Veyasarpaudy	21-3-01	14-9-01	1.02	
	Madras to Veyasarpaudy Junction	Probably	7-4-73	2.16	
	Veyasarpaudy Junction to Perambur	71-72	7-2-74	1.30	
	Perambur to Avadi	Probably	1-5-77	9.54	
	Avadi to Tiruvallur	75-76	20-7-77	12.80	
	Tiruvallur to Arkonam		28-8-77	16.52	
	TOTAL DOUBLE LINE, SOUTH-WEST LINE	...	...	43.43	
11 (b)	NORTH-EAST LINE (EAST COAST STATE RAILWAY)—				
	<i>Main line—</i>				
	Washermenpet to Ennūr	August '94	22-2-06	8.25	
	Ennūr to Gudur	July '95	23-2-09	75.25	
	Gudur to Nellore		* 1-11-88	23.75	
	Nellore to Kistna Canal Junction		20-12-08	155.00	
	Kistna Canal Junction to Bezwada (5' 6" gauge)		15-7-97	3.06	
	Tadépalli to Bezwada	July '90	1-1-94	2.07	
	Bezwada to Kovvur		20-2-93	88.25	
	Kovvur to Rajahmundry		6-8-00	4.09	
	Rajahmundry to the Junction point near Waltair		15-7-93	119.81	
	Junction point near Waltair station to Waltair		15-7-93	4.25	
	Total Main line	...	...		485.28
	<i>Branches—</i>				
	Samalkot Junction to Cocanada port branch	July '90	15-7-93	9.75	
	Waltair to end of branch near Vizagapatnam station		15-7-93	2.19	
	Total Branch	...	...		11.94
	TOTAL, NORTH-EAST LINE (EAST COAST STATE RAILWAY).	...	...		497.22
11 (c)	KOLAR GOLD-FIELDS— (5' 0" gauge)				
	Bowlingpet to Marikuppam	July '92	1-6-94	9.88	
	TOTAL, KOLAR GOLD-FIELDS	...	...		9.88
11 (d)	NILGIRI— (3' 3½" gauge)				
	Mettupalaivam to Coonoor	(Probably in 1892)	15-6-99	16.90	
	TOTAL, NILGIRI	...	...		16.90
	<i>Lines under construction or sanctioned for construction.</i>				
	SOUTH-WEST LINE—				
	Badagari to Azhikal	5-5-97	† July 1902	31.09	
11 (e)	SHORANUR-COCHIN— (3' 3½" gauge)				
	Shoranur to Ernakulam	28-4-99	† June '02	64.83	
	Total, Lines under construction	...	...		95.92
	GRAND TOTAL, MADRAS SYSTEM	...	...		1,490.12

* Date of opening of original 3' 3½" gauge; converted to and opened on the standard gauge on 1st November 1899.

† Probable dates of opening.

on the 31st December 1901, alphabetically arranged.

REMARKS.

2. Madras railway—concluded.

(vi) *General remarks*—concluded.

The main line originally commenced at Rayapuram, but on the opening of the length between Veyasarpady Junction and the Central station this became a portion of the main line, and the old line from the junction to Rayapuram was then treated as a branch. The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore State railway, but was subsequently made over to the Madras Railway Company. The portion from Gudur to Nellore, which was originally laid on the 3' 3½" gauge was converted to 5' 6" gauge on the opening of the East Coast railway. The working of the East Coast State railway (North-east line) was taken over by the Madras Railway Company from the 1st January 1901.

3. North-east line (East Coast State).—The contract for working the line is under consideration.

4. The Kolar Gold-fields railway—

(a) The Kolar Gold-fields railway is worked under the following agreement:—

Agreement of—30th November 1899 (between the Mysore Government and the Madras Railway Company) for working and maintenance.

(b) The general conditions of the agreement are as follows.—

(i) *Government aid*.—The line is the property of the Mysore State.

(ii) *Currency of agreement*.—The agreement to remain in force, subject to six months' notice from either side on the 1st of January or the 1st of July of any year.

(iii) *Terms of working*.—The Company to charge for working and maintenance the same proportion which the working expenses of the whole system including this line bear to the gross earnings of that system with an addition of 10 per cent. until the improvement works authorised are completed and 5 per cent. of the gross earnings of the railway for rolling-stock.

(iv) *Rates and fares*.—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time upon the Madras railway.

(v) *General remarks*.—The line was constructed by the Mysore State in order to provide facilities for the gold-fields.

5. The Nilgiri railway—

(a) The Nilgiri railway is worked under the following agreement —

Agreement of—26th May 1888 (between the Madras Railway Company and the new Nilgiri Railway Company) for working.

Note—The present working agreement is subject to revision hereafter, if found necessary, when the contract between the Secretary of State and the new Nilgiri Railway Company is executed on the conclusion of negotiations regarding the extension.

(b) The general conditions of the agreement are as follows.

(i) *Government aid*.—Government guarantee 3 per cent. during construction on the capital paid into the Government Treasury, with a free grant of all land required for the railway and the works connected therewith.

(ii) *Currency of contract*.—The agreement to remain in force for three years from date of opening of the line, subject to revision on the opening of the extension to Ootacamund.

(iii) *Terms of working*.—Maintenance of way and works to be charged at actual cost, and for all other expenses the Madras railway receive 30 per cent. of the gross receipts subject to such receipts being taken at a minimum of Rs. 1,00,000 in each half-year. If the actual expenditure in working the Nilgiri railway is less than 30 per cent. of gross receipts one-half the saving to be surrendered to the Nilgiri railway, while, if there is an excess the Nilgiri railway to share half the excess up to a maximum of 35 per cent. of gross receipts. The balance remaining to be paid over to the Nilgiri Railway Company.

(iv) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

(v) *General remarks*.—The old Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894; and in February 1896 a new Company was formed to purchase the line from the old Company and to supply the capital required to complete it and to construct the proposed extension to Ootacamund.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanc- tion.	Date of opening.	Mileage.	Total.
II (a)	MADRAS SYSTEM—continued.				

on the 31st December 1901, alphabetically arranged.

REMARKS.

6. Shoranur-Cochin railway—

(a) The Shoranur-Cochin railway will be worked under the following agreement —

Agreement of—1st January 1901 (between His Highness the Rajah of Cochin and the Madras Railway Company) for construction and working.

(b) The general conditions of the agreement are as follows:—

(i) *Government aid.*—The line is the property of the Cochin State.(ii) *Currency of agreement.*—This agreement is to remain in force until the termination of the present agreement dated the 2nd January 1871, between the Secretary of State and the Madras Railway Company.(iii) *Power to determine agreement.*—Nil.(iv) *Terms of working.*—The Company charge for working the same proportion of the total revenue expenditure as the gross earnings of the Shoranur Cochin railway bear to the gross earnings of the Madras railway system including the Shoranur-Cochin railway. After providing from the net earnings, for the second contribution to the Madras Railway Provident Institution and for interest at the rate of 3 per cent. per annum on the booked capital expenditure of the Shoranur-Cochin railway including land, the balance is divisible between the Cochin Darbar and the Madras Railway Company in the proportion of four-fifths to the Darbar and one-fifth to the Company.(v) *Rates and fares.*—The same as are generally applicable from time to time to the system of railways worked by the Company.

7. General remarks —The following lengths are worked over by foreign lines:—0·80 mile of the North-east line from the distant signal at Bezwada to Bezwada station is worked over by the Nizam's Guaranteed State railway; 4·97 miles from Waltair to Vizagapatam (including Wharf and Swamp lines) by the Bengal-Nagpur railway, and 2·99 miles from Tadipatri to Bezwada by the Southern Mahatta railway.

8 Details of construction —

(a) *Permanent way.*—*Madras railway.*—The iron rails, which vary in weight from 65lb. to 84lb. to the yard, are laid on iron pot-sleepers. The renewals of these up to 1894 mile were carried out with double-headed steel rails, 20 feet and 30 feet long, weighing 75lb. to the yard, but this type has been discontinued, and bull-headed steel rails, 30 feet long and weighing 75lb, 70lb, and 80lb. to the yard, the last being the present standard, have since been used.

The South-West line was originally laid with sleepers of indigenous woods, but an experiment was made of using stone blocks, 2' x 2' x 1', as sleepers. As the experiment proved unprofitable, the blocks were all removed in 1857. Jungle wood sleepers were found to be very short-lived, and in 1851 it was decided to replace them by Greave's patent cast-iron bowl sleepers. Cast-iron bowl sleepers (each 112lb.) of an improved and stronger design, with steel bull-headed rails, 80lb. to the yard and 30 feet in length, and a heavier type of plate are now being introduced.

The permanent-way on the length between Calicut and Badagara consists of flat-footed 62lb. steel rails with 4-loled deep fish plates laid on wooden sleepers. The length between Badagara and Azhikal is under construction with the same type of permanent-way.

North-east line (East Coast railway).—The permanent-way consists of flat-footed 75lb. steel rails laid on wooden and cast-iron sleepers.*Kolam-Goldenlands railway.*—The line was originally laid with Madras railway second-hand double-headed 75lb. iron rails on new cast-iron pot sleepers, but in consequence of the excessive wear due to the heavy traffic passing over this branch, the alignment has been improved and iron rails have been replaced by 70lb. steel rails.*Nilgiri railway.*—The permanent way consists of steel rails, 50lb. to the yard, laid on pyinkado sleepers.*Shoranur-Cochin railway.*—The permanent way will be 41½ lb. steel flat-footed rails on wooden sleepers.(b) *Ballast.*—

The system is ballasted with stone and sand, chiefly the former.

(c) *Tunnels.*—*Nilgiri railway.*—There are nine tunnels on the line varying in length from 62 feet to 308 feet, aggregating 1,578 feet.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction	Date of opening.	Mileage.	Total.
11 (a)	MADRAS SYSTEM—continued.				

on the 31st December 1901, alphabetically arranged.

REMARKS.

8. Details of construction—concluded.

- (d) *Bridges*.—The following are the important bridges of 1,000 feet length and over: Poincy (between Ponnai Road and Thuvallum), 56 spans of 30 feet, Gudiyattam (between Gudiyattam and Valathoor), 33 spans of 30 feet, Cauvery (between Cauvery and Erode), 20 spans of 64 feet and 2 spans of 62 feet; Kadaluindi (between Parpanargudi and Kadaluindi), 20 spans of 64 feet, Cheyair (between Razampeta and Nandalur), 5 spans of 64 feet, Pennur (between Penneru and Tadpatiri), 13 spans of 131 feet, Tungabhadra (between Tungabhadra and Matmar), 58 spans of 64 feet, Chitravati (between Kondapuram and Regadipalli), 10 spans of 131 feet, Papaghni (between Kamalapuram and Gangayapalli), 15 spans of 131 feet, Ennūr Creek (between Ennūr and Minjur), 30 spans of 40 feet, Penner (between Nellore and Podugupadu), 23 spans of 70 feet and 5 spans of 40 feet, Kistna (between Talepalli and Bezvada), 12 spans of 300 feet, Godavari (between Kovvūr and Gōdavari), 56 spans of 150 feet and 1 span of 40 feet.
- (e) *Fencing*.—The *Madras, Kōlār Gold-fields, and Nilgiri railways* are fenced throughout; the North-east line—(East Coast State) and the *Shoranur-Cochin railways* are only fenced in the vicinity of towns, stations and level crossings.
- (f) *Curves*.—5' 6" gauge sections:—There are no curves under a radius of 1,000 feet.
Nilgiri railway.—The curves vary from 328 feet to 716 feet in radius.
Shoranur-Cochin railway.—The sharpest curve is 818.57 feet in radius.
- (g) *Gradients*.—Of a total open mileage on the system of 1,307.17 miles, 0.80 mile is on a gradient of 1 in 60 or steeper on the 5' 6" gauge, and 0.92 miles on 1 in 12.5 on the 3' 3½" gauge (Nilgiri line).

Appendix 47.
History of railways.

APPEN*History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage: Miles.	Total. Miles.
37 (a)	MADURA DISTRICT LIGHT— (2' 6" gauge.)				
	Ammayanakkanur to Kotagudi . . . . .	...	...	35'00	
	Periyakulam to Krishnamanak's tope . . . . .	...	...	5'00	
	Theni to Kuruvanath . . . . .	...	...	33'00	
	TOTAL, MADURA DISTRICT . . . . .	...	...	..	93'00
25 (a)	MORVI LIGHT— (2' 6" gauge)				
	<i>Main line—</i>				
	Wadhwan to Dolia	14-12-83	11-3-86	24 00	
	Dolia to Vankner		20-11-86	27 75	
	Vankner to Morvi		24 3 87	16 75	
	Total Main line . . . . .	...	...	...	68 50
	<i>Rajkot branch—</i>				
	Vankner to Rajkot	10-5-88	1-1-00	25 25	
	Extension across the Aji river to Rajkot Junction with the Jetalsar-Rajkot railway	6-1-04	6-11-04	6 01	
	Total Branch . . . . .	...	...	...	25 86
	TOTAL, MORVI . . . . .	.	...	...	94 36
2 (d)	MYMENSINGH-JAMALPUR-JAGANNATHGANJ— (See Eastern Bengal system.)				
21 (.)	MYSORE NANJANGUD— (See Southern Mahratta system.)				
21 (b)	MYSORE SECTION (SOUTHERN MAHRATTA)— (See Southern Mahratta system.)				
9 (.)	NAGDA-UJJAIN— (See Bombay, Baroda and Central India system.)				
11 (d)	NILGIRI— (See Madras system.)				

as the 31st December 1901, alphabetically arranged.

REMARKS.

Madura District Light railways—Messrs. Wilson and Company of Madras, the Promoters, were originally granted a concession for the construction of these lines under the Indian Tramways Act; but as there is no provision under this Act for payment of interest out of capital during construction, they submitted an amended application for a scheme for Light railways to be constructed under the provisions of the Indian Railways Act. The Promoters have been informed that, subject to their acceptance of certain conditions, they may proceed to raise the necessary capital for the line.

I. Morvi Light railway.—

(i) The Morvi Light railway is owned and worked by His Highness the Thakore Sahib of Morvi.

(ii) *General remarks.*—This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dola and then runs along the line of unbridged and unmetalled road to Vankiner and on to Morvi and Rajkot. The conversion of the line to 3' 3½" gauge is under contemplation.

a. Details of construction.—

(a) *Permanent-way*—The permanent-way originally consisted of steel rails, weighing 10 lb. to the yard, and pressed steel sleepers weighing 11 lb. These have since been extensively replaced in sections by 20 lb. and 41½ lb. steel rails and creosoted pine sleepers. On the Rajkot branch, from mile 55 to a distance of 31 miles, renewals have been effected by laying 41½ lb., 3' 3½" gauge rails on creosoted pine sleepers of that gauge, with a view to eventual conversion. The extension across the Aji river has been laid with 3' 3½" gauge rails, weighing 41½ lb. to the yard, on creosoted pine sleepers.

(b) *Ballast.*—Moorum (decayed trap) and sand.

(c) *Fencing.*—Line is unfenced.

(d) *Curves.*—There are 3.24 miles of curves under a radius of 1,000 feet.

(e) *Gradients.*—Of a total open mileage of 94.36 miles, 4.50 miles are on a gradient of 1 in 100 or steeper.

Appendix 47.
History of railways.

APPEN*History of railways constructed and in progress*

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
10 (a)	NIZAM'S GUARANTEED STATE SYSTEM— (5' 6" gauge)				
	<i>Main line—</i>				
	Wādi Junction to Secunderabad and to junction of new line.	25-3-71	9-10-74	115'45	
	Junction of new line to Warangal	Nov. '84	8-4-86	87'47	
	Warangal to Dornakal	May '86	1-1-88	51'01	
	Dornakal to Dona Kālu	} Jany. '87 {	5-8-88	31'72	
	Dona Kālu to British frontier		10-2-89	23'54	
	Total Main line . . . . .	...	...	.	310'09
	<i>Branches—</i>				
	<i>Hyderabad branch—</i>				
	Hasain Sāgar to Hyderabad	25-3-71	9-10-74	3'54	
	<i>Mineral branch—</i>				
	Dornakal to Singareni Coal-fields	May '85	1-1-88	16'50	
	Total Branches . . . . .	.	...	.	20'04
	TOTAL, NIZAM'S GUARANTEED STATE PROPR		...	...	330'13
12 (c)	BEZWADA EXTENSION— (5' 6" gauge)				
	Hyderabad frontier to Bezwada	26-11-86	10-2-89	20'58	
	TOTAL, BEZWADA EXTENSION . . . . .	...	...	.
10 (c)	HYDERABAD GODAVARI VALLEY — (5' 6" gauge)				20'58
	Manmāḍ to Jalna	} 12-1-97 {	21-10-90	109'36	
	Jalna to Sālu		7-12-90	44'74	
	Sālu to Purbhani		25-4-00	26'43	
	Purbhani to Nanded		9-11-00	36'29	
	Nanded to Sūnyugion		23-8-00	16'68	
	Sūnyugion to Basar		25-4-00	33'89	
	Basar to Secunderabad		25-4-00	118'21	
	Secunderabad to Hyderabad		16-5-01	5'82	
	TOTAL, HYDERABAD-GODAVARI VALLEY . . . . .		...	...	391'42
	GRAND TOTAL, NIZAM'S GUARANTEED STATE SYSTEM . . . . .	...	...	...	742'13

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Nizam's Guaranteed State railway system is made up of—

	Open line. Miles.
(a) Nizam's Guaranteed State railway (5' 6" gauge)	330.13
(b) Bezwada extension (5' 6" gauge)	20.58
(c) Hyderabad-Godavari Valley railway (3' 3½" gauge)	391.03
TOTAL	742.13

2. Nizam's Guaranteed State railway—

(a) The Nizam's Guaranteed State railway is worked under the following contract —

Contract of—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

(b) The general conditions of the contract are as follows —

- (i) *Terms of contract*—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing on the same gauge and working certain new lines, with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon) His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land also was provided free of charge.
- (ii) *Duration of contract*—The contract is current for a period of 99 years, and on expiry by effluxion of time, the land, buildings and fixed works, etc., revert to the Nizam's Government and all rolling-stock, stores, etc., at a fair valuation. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon. In case of breach of contract by Company, the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.
- (iii) *Terms of working*—From gross earnings will be deducted working expenses, and during the guaranteed period, the net earnings applied in the first instance to repayment of the annuity, paid in the same half year. Of the residue, one moiety will be utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance, one-half will be paid to the Nizam's Government, the remaining moiety being made over to the Company.
- (iv) *Rates and fares*—The rates and fares not to be, unless otherwise agreed between His Highness' Government and the Company, in excess of the rates and fares from time to time prevailing on the Great Indian Peninsula railway.
- (v) *General remarks*—Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884, it was worked by State agency, and from January 1885, by His Highness the Nizam's Guaranteed State Railways Company. The section of the East Coast State railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when it was transferred to the East Coast State railway. It was transferred back to the Company for working from the 1st January 1901.

3. Bezwada extension railway.—The revised terms for working this railway are under consideration.

History of railways constructed and in progress .

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
10 (a)	NIZAM'S GUARANTEED STATE SYSTEM—concl'd.				

on the 31st December 1901, alphabetically arranged.

REMARKS.

4. Hyderabad-Godavari Valley railway—

(a) The Hyderabad-Godavari Valley railway is worked under the following agreement :—

Agreement of—16th March 1897 (between His Highness the Nizam's Government and the Nizam's State Railways Company) for construction and working.

(b) The general conditions of the agreement are as follows :—

(i) *Terms of contract*.—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, Government paying thereon an annuity, and, in addition a sum of one per cent. per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway, and after the expiration of the guaranteed period the interest payable thereon a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is also provided for.

(ii) *Currency of contract*.—On expiry of contract by effluxion of time, the land, buildings and fixed works, etc., revert to the Nizam's Government and all rolling-stock, stores, etc., at a fair valuation. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by Company, the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

(iii) *Power of Company to surrender contract*—Nil.

(iv) *Terms of working*—From gross earnings will be deducted working expenses and the net earnings applied in the first instance towards replacing the amount paid as interest on capital during construction, and during the guaranteed period, to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government, the remaining moiety being dealt with as above.

(v) *Rates and fares*.—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State line.

5 General remarks.—The Nizam's Guaranteed State railway has running powers over 0·80 mile from the distant signal at Bezwada to Bezwada station of the Malhar railway (North-East line).

6. Details of construction.—

(a) *Permanent-way*—

Nizam's Guaranteed State railway—About 1 mile is laid with double-headed 68lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India railway; 43 miles with bull-headed 75lb. steel rails on old cast-iron bowl sleepers; 3 miles with bull-headed 75lb. steel rails on Great Indian Peninsula pattern bowl sleepers; 9 miles with double-headed 68lb. steel rails on cast-iron bowl sleepers, and the remainder of the line with 66½lb. flat-footed steel rails on steel pea-pod sleepers. The branch line to the mines is laid with 66½lb. flat-footed steel rails on steel pea-pod sleepers. The line from Secunderabad to Hyderabad (5·82 miles) is mixed gauge and is laid with 66½lb. flat-footed steel rails on wooden sleepers.

Bezwada extension.—Is laid with 66½lb. steel rails on pea pod sleepers.

Hyderabad-Godavari Valley—The permanent-way consists of 50lb. steel rails and steel and wooden sleepers.

(b) *Ballast*.—The ballast is of sand and broken stone.

(c) *Bridges*.—The only important bridge of 1,000 feet length and over is that on the Hyderabad-Godavari Valley, over the Godavari river, which consists of 21 spans of 60 feet.

(d) *Fencing*.—On the Nizam's Guaranteed State railway, the line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced. On the Bezwada extension and Hyderabad-Godavari Valley railway, the line is fenced only at stations.

(e) *Curves*.—There are no curves under a radius of 1,000 feet on the Nizam's Guaranteed State railway and the Bezwada extension. On the Hyderabad-Godavari Valley railway, the sharpest curve has a radius of 1,432 feet.

(f) *Gradients*.—Of a total open mileage of the system of 742·13 miles, 79·19 miles are on a gradient of 1 in 100 or steeper on the 5' 6" gauge, and 142·13 miles of 1 in 133·3 or steeper on the 3' 3½" gauge.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.	
7 (a)	NORTH WESTERN SYSTEM. (5' 6" gauge.)			Miles.	Miles.	
	COMMERCIAL SECTION—					
	Main line—					
	Ghazialbad to Meerut City	1864	18-4-67	27.33	1,444.69	
	Meerut City to Umballa Cantonment		1-1-69	121.02		
	Umballa Cantonment to Ludhiana		12-10-69	70.66		
	Ludhiana to Phillour		15-10-70	8.28		
	Phillour to Jullundur Cantonment		1-4-70	24.12		
	Jullundur Cantonment to Beas		15-11-69	25.53		
	Beas to Amritsar	8-2-59	1-11-67	26.20		1,444.69
	Amritsar to Lahore		10-4-62	32.30		
	Lahore to Jhelum		6-10-78	103.12		
	Jhelum to Rawalpindi	17-9-77	...	76.38		
	Rawalpindi to Haji Shah	3-10-79	1-1-81	61.62		
	Haji Shah to Attock bridge		1-5-81			
	Attock to Khairabad		31-5-83	2.38		
	Khairabad to Peshawar City	8-2-59	1-5-82	41.25		
	Peshawar City to Peshawar Cantonment		1-1-83	2.65		
	Lahore to Multan		24-4-65	207.82		
	Multan to Muzaffarabad	8-11-71	21-8-70	6.89		
	Muzaffarabad to Khanpur		1-7-78	139.14		
	Khanpur to Rohri		1-7-78	132.05		
	Rohri to Sukkur	4-11-72	27-3-89	2.64		
	Sukkur to Radhan		1-10-78	79.31		
	Radhan to Laki		27-10-78	70.57		
	Laki to Kotri	29-4-58	8-10-78	75.48		
	Kotri to Kurachee City		13-5-61	104.89		
	Kurachee City to Kiamari (including Napier Mole line) . . . . .	...	16-6-89	3.06	
	Total Main line					
	Branches—					
	Sialkot branch—					
	Wazirabad to Sialkot	10-4-83	1-1-84	26.50		
	Wazirabad-Lyallpur branch—					
	Wazirabad to Hattizabad . . . . .	...	15-8-95	37.37	
	Hattizabad to Sangla Hill . . . . .	...	1-1-96	31.45	
	Sangla Hill to Lyallpur . . . . .	...	15-2-96	27.21	
	Lyallpur to Toba Tek Singh . . . . .	...	22-6-99	49.00	
	Toba Tek Singh to Khanewal . . . . .	...	16-4-00	55.53	
	Kashmir branch—					
	Sialkot to the frontier of the Kashmir State . . . . .	...	15-3-90	9.08	
	Phulji to Purnadara . . . . .	...	1-6-82	2.57	
	Sukkur to Sukkur Bandar . . . . .	...	1-10-78	1.25	
	Kotri to Kotri Bandar . . . . .	...	1-4-89	1.14	
	Meean Meer chind branch *—					
	Meean Meer East to Meean Meer West . . . . .	...	10-12-91	2.13	
	Kotri-Rohri (chind) branch—					
	Kotri to Hyderabad . . . . .	...	25-5-00	4.09	
	Hyderabad to Rahoki . . . . .	...	28-3-01	6.04	
	Rahoki to Shahdadpur . . . . .	...	15-11-96	39.09	
	Shahdadpur to Rohri . . . . .	...	15-11-96	139.84	
	Carried over . . . . .	...	...	433.19	1,444.69

* This is a military line and is not intended to be used for ordinary public traffic.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The North Western railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) North Western railway (5' 6" gauge)	3,077'12	...	3,077'12
(b) Southern Punjab railway (5' 6" gauge)	423'93	...	423'93
(c) Rājputra-Bhātinda railway (5' 6" gauge)	107'05	...	107'05
(d) Ludhiāna-Dhuri-Jakhal railway (5' 6" gauge)	78'66	...	78'66
(e) Jammu and Kashmir (Native state section), (5' 6" gauge)	15'92	...	15'92
(f) Dandot Light railway (2' 0" gauge)	6'18	...	6'18
(g) Nowshera-Durgai railway (2' 6" gauge)	40'25	...	40'25
(h) <i>Kansdgarh-Kohat-Thal railway</i> (5' 6" gauge) . . . . .	...	92'20	92'20
(i) <i>Fech-Doab</i> (5' 6" gauge) . . . . .	...	51'40	51'40
Total	3,749 11	143'60	3,892'71

2. North Western railway—

(a) The North Western railway is owned and worked by the State.

(i) *General remarks*—

The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin State railways to be worked as one Imperial system under the name of the North Western State railway. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Peshawar, a distance of 1,555 miles.

The Wazirabad-Lyallpur branch was constructed to open up the country now being irrigated by the Chenab canal, and recently brought under cultivation by the colonists and settlers, who are reclaiming the desert land of the Rechna Doab.

The Kotri-Kohn chord was constructed owing to the set of the Indus on the right bank which rendered the line along that bank dangerous, and, owing to the frequent breaches, caused communication with Kurrachee to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier. The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36'51 miles on the through distance from the Punjab to Kurrachee, and also gives an alternative route to Quetta.

The line from the Bolan Junction station and from the Sibi station follows the old Quetta loop to Nari bank station, 1'81 miles from Sibi and 456'78 miles from Kurrachee. The old Bolan railway (Quetta loop) from Nari bank *via* Kundalini to Hirok has been dismantled, except the first portion from Nari bank to Rindli. The new line is on a completely new alignment between Nari bank and Kolpur, the actual length of the construction works being 57 miles from Nari bank to the mouth of the Mushkaf gorge (462 miles from Kurrachee).

The Dandot Light railway has been constructed by the North Western State railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked by steel wire ropes by combined gravity and steam power. On the second portion (1'29 miles), there is another incline worked by gravity alone.

3. Southern Punjab (Delhi-Samasata) railway —

(a) The Southern Punjab railway is worked under the following contracts —

Contract of—13th August 1895 between the Secretary of State and the Southern Punjab Railway Company) for construction and working.

4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kailash branch.

(b) The general conditions of the contract are as follows —

(i) *Government aid*—Government allow the Company, in respect of each half-year, by way of rebate on the net earnings of the North Western railway and from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the Company's net earnings, make up an amount equal to interest for the year at the rate of 3½ per cent. on the actual expenditure charged in the capital account. Land was also provided free of cost to the Company.

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.*	Total.
				Miles.	Miles.
7 (a)	NORTH WESTERN SYSTEM—contd. (5' 6" gauge.)				
	Brought forward	...	...	433'19	1,444'69
	COMMERCIAL SECTION—concl'd.				
	Branches—concl'd.				
	Ferozepore branch—				
	Rāewind to Kasur	9-11-82 {	15-4-83	16'50	
	Kasur to Ganda Singhwāla		10-6-83	7'00	
	Ganda Singhwāla to Ganda Singh Bandar	2-10-83	15-12-83	5'50	
	Ganda Singh Bandar to Hussainiwala . . . . .	...	8-5-87	2'00	
	Hussainiwala to Ferozepore City . . . . .	...	1-10-92	2'00	
	Ferozepore City to Ferozepore Cantonment	29-10-81	1-10-88	2'00	
	Ferozepore to Bhatinda . . . . .	...	15-6-99	*54'36	
	Hussainiwala to Ferozepore Cantonment . . . . .	...	8-5-87	13'50	
				90'86	
	Pathankot branch—				
	Amritsar to Dinanagar	6-12-81 {	1-1-84	51'22	
	Dinanagar to Pathankot		6-6-84	15'48	
				66'70	
	Total Branches . . . . .	...	...	...	590'75
	TOTAL OPEN MILEAGE (COMMERCIAL SECTION) . . . . .	...	...	...	2,035'14
	FRONTIER SECTION (MILITARY)—				
	Main line—				
	Sind-Sagar—				
	Lala Musa to Bahi-ud-din	24-7-77 {	1-1-80	28'46	
	Bahi-ud-din to Harialah		1-2-80	10'52	
	Harialah to Malakwal . . . . .	...	10-4-80	5'99	
	Malakwal to Bhakkar . . . . .	...	15-8-87	175'04	
	Bhakkar to Chenab west bank . . . . .	...	22-1-87	119'71	
	Chenab west bank to Chenab east bank . . . . .	...	1-2-90	2'40	
	Chenab east bank to Sher Shah . . . . .	...	1-1-80	2'30	
	Total Main line . . . . .	...	...	...	344'60
	Branches—				
	Khusālgarh branch—				
	Golra Junction to Langar	Sep. '79 {	1-4-81	60'50	
	Langar to Khusālgarh		16-4-81	9'66	
	Khusālgarh, new station . . . . .	...	18-7-83	70'16	
	Bhera branch—				
	Malakwal to Miani	24-7-77	10-4-80	8'99	
	Miani to Bhera	25-10-81	12-2-82	9'11	
	Bhaganwala branch—				
	Haripur to Bhaganwala . . . . .	...	...	18'10	
	Khewra branch—				
	Chahra Junction to Khewra salt mines . . . . .	...	...	10'84	
	Khewra to Daudot . . . . .	...	1-1-83 {	6'36	
		...	...	2'15	
	Mari branch—				
	Kundian to Māri	Kundian to Mianwali, 27-2-86 {	...	8'51	
	Deva Ghazi Khan branch—		15-3-92	30'32	
	Mahmud Kot to Ghazi ghāt . . . . .	...	1-4-87	11'27	
	Peshawar-Jamrud branch—				
	Peshawar to Jamrud . . . . .	...	1-1-01	11'04	
	Mari-Attock branch—				
	Cambellpore Cantonment (new station) to Basāl Junction . . . . .	...	1-4-99	18'45	
	Jand Junction to Daud Khel . . . . .	...	1-4-99	53'91	
				72'36	
	Total Branches . . . . .	...	...	...	238'60
	TOTAL OPEN MILEAGE, SIND-SAGAR . . . . .	...	...	...	583'29
	Carried over . . . . .	...	...	...	583'20
					2,035'44

* Includes 26.28 miles of mixed gauge between Kotkapura and Bhatinda.

† This is a military line and is not intended to be used for ordinary public traffic.

on the 31st December 1901, alphabetically arranged.

REMARKS.

3. Southern Punjab (Delhi-Samasata) railway—*concl'd.*(b) General conditions—*concl'd.*

(ii) *Currency of contract.*—Government may, by giving 12 months' notice, determine the contract on the 31st December 1910, or on the 31st December 1920 or 1930, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent., the total capital expenditure of the Company in sterling, nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1948, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—Government undertake to work and maintain the line and provide rolling-stock, at 52 per cent. of the gross earnings. Surplus profits in excess of 3½ per cent. per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company.

(v) *Rates and fares.*—Rates and fares to be fixed by Government within the maximum and minimum rates and fares in force on the North Western State railway.

(vi) *General remarks.*—The Southern Punjab railway runs from Delhi *via* Bhatinda to Samasata on the North Western State railway, shortening the distance by railway between Delhi and Kurrachee by 187 miles, as compared with the route *via* Umballa and Lahore.

4. Rajpura-Bhatinda railway—

(a) The Rajpura-Bhatinda railway is owned by the Patiala State and is worked by the North Western railway under the following contract—

Contract of—30th January 1893 (between the Secretary of State and the Patiala Darbar) for maintenance and working.

(b) The general conditions of the contract are as follows.—

(i) *Government aid.*—The line has been constructed at the cost of the Patiala Darbar.

(ii) *Currency of contract.*—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract, the North Western State railway will give to the Patiala Darbar possession of the railway, works, surveys and stores, and, on this being done, the Patiala Darbar will indemnify the North Western State railway of all debts and liabilities incurred for the Rajpura-Bhatinda railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed to.

(iii) *Terms of working.*—After deduction of 55 per cent. of the gross receipts of the Rajpura-Bhatinda railway for working expenses, the balance to be paid over to the Patiala Darbar.

(iv) *Rates and fares.*—Rates and fares as in force on the North Western State railway.

5. Ludhiana-Dhuri-Jakhal railway—

(a) The Ludhiana-Dhuri-Jakhal railway is worked under the following contract—

Contract of—6th September 1899 (between the Secretary of State and the Maler Kotla and Jind Darbars) for construction and working.

(b) The general conditions of the contract are as follows—

(i) *Government aid.*—The line was constructed at the cost of the Maler Kotla and Jind Darbars.

(ii) *Currency of contract.*—The contract is terminable on the 31st December 1904, or on the 1st January or 1st July in any year thereafter, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western State railway will give to the Maler Kotla and Jind Darbars possession of the railway, works, surveys and stores, and, on this being done, the Maler Kotla and Jind Darbars will indemnify the North Western State railway of all debts and liabilities incurred for the Ludhiana-Dhuri-Jakhal railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed to.

(iii) *Terms of working.*—After deduction of 55 per cent. of the gross receipts for working expenses, the balance to be paid to the Maler Kotla and Jind Darbars to be divided between them in the proportion of 1/3th and 2/3th, respectively.

(iv) *Rates and fares.*—Rates and fares as in force on the North Western State railway.

Appendix 47.
History of railways.

APPEND

History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening	Mileage.	Total.
				Miles.	Miles.
7 (a)	NORTH WESTERN SYSTEM—contd. (5' 6" gauge.)				
	Brought forward	...	...	...	2,035.44
	FRONTIER SECTION (MILITARY)—contd.				583.20
	<i>Sind-Pishin—</i>				
	Rukh to Sibi	Oct. '79	2-5-80	132.22	
	Sibi to Sharigh	...	20-3-87	74.80	
	Sharigh to Bostan	...	28-8-87	61.13	
	Base of Bostan triangle loop	...	...	0.31	
	Bostan to Killa Abdulla	...	25-1-88	38.14	
	Killa Abdulla to Chaman	...	1-1-92	29.40	
	TOTAL, SIND-PISHIN	...	...	...	336.00
	<i>Mushkat-Bolan—</i>				
	Sibi (Point No. 51) to Quetta south distant signal	...	15-4-97	86.74	
	<i>Quetta loop—</i>				
	Quetta south distant signal to Bostan (Point No. 1)	...	28-8-87	20.59	
	Nari bank to Rindli	...	...	13.81	
	Mithri chord	...	1-1-98	1.34	
	TOTAL, MUSHKAT-BOLAN	...	...	...	122.48
	TOTAL OPEN MILEAGE, FRONTIER SECTION (MILITARY)	...	...	...	1,041.68
	DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)—				
	Kiamari to Kurrachee City	...	30-6-07	3.06	
	Kurrachee City to Kurrachee Cantonment	...	13-5-61	2.30	
	Kurrachee Cantonment to Pipri	...	20-1-07	20.75	
	Pipri to Kotri	...	3-5-08	81.89	
	Meean Meer East to Meean Meer West	...	10-12-91	2.13	
	Gulistan to Chaman	...	20-9-92	36.82	
	A-bi-Gum to Kolpur	...	...	23.54	
	TOTAL DOUBLE LINE	...	...	170.49	
	GRAND TOTAL, NORTH WESTERN (COMMERCIAL AND MILITARY)	...	...	...	3,077.12
7 (b)	SOUTHERN PUNJAB (DELHI-SAMASATA)— (5' 6" gauge)				
	<i>Main line—</i>				
	Delhi and Bhatinda to Samasata	...	10-11-97	400.55	
	<i>Branch—</i>				
	Nawans to Kaithal	...	1-2-99	23.38	
	TOTAL, SOUTHERN PUNJAB	...	...	...	423.93
7 (c)	RAJPURA-BHATINDA (PATIALA STATE RAILWAY)— (5' 6" gauge.)				
	Rajpura to Patiala	7-12-83	1-11-84	15.77	
	Patiala to Bhatinda	April '88	13-10-89	91.28	
	TOTAL, RAJPURA-BHATINDA	...	...	...	107.05
	Carried over	...	...	...	3,608.10

on the 31st December 1901, alphabetically arranged.

REMARKS.

6. Jammu and Kashmir railway (Native State section)—

(a) The Jammu and Kashmir railway is worked under the following contracts —

Contract of—14th July 1888 (between the Government of India and the Kashmir Darbar) for construction and working.

18th November 1890.—Supplementary agreement (between the Government of India and the Kashmir Darbar) relative to the provision of capital.

28th April 1898.—Memorandum of revised terms (between the Government of India and the Kashmir Darbar) for working.

(b) The general conditions of the contracts are as follows —

(i) *Government a.d.*—The line was constructed at the cost of the Kashmir Darbar.(ii) *Currency of contract.*—Either party can revise the contract on giving six months' notice.(iii) *Terms of working.*—The North Western State railway work and maintain the line, including supply of rolling-stock, for 55·5 per cent of the gross earnings. The balance is paid to the Kashmir Darbar.(v) *Rates and fares.*—Rates and fares as are from time to time in force on the main line section of the North Western State railway.7. *General remarks*—The North Western railway has running powers over the following sections of foreign lines —Ghaziabad to Delhi, 17·00 miles, of the East Indian railway, and Delhi to junction with the Southern Punjab railway, 1·33 miles, belonging to the Delhi-Umballa-Kalka railway.

8. Details of construction—

(a) *Permanent-way*—*North Western railway*—The permanent way is of various types. Of iron rails, there are 93·31 miles, 60 lb. flat-footed; 44·09 miles, 68 lb. double-headed; 50·03 miles, 60 lb. bull-headed; 9·90 miles, 83 lb. double-headed and 2·13 miles, 68 lb. bull-headed. Of steel rails, there are 1·90 miles, 70 lb. flat-footed; 378·30 miles, 62 lb. flat-footed; 2,008·43 miles, 75 lb. flat-footed; 8·30 miles 64 lb. double-headed; 97·23 miles, 68 lb. double-headed; 106·92 miles, 75 lb. double-headed; 184·10 miles, 68 lb. bull-headed; 44·30 miles, 84 lb. bull-headed; 23·60 miles, 100 lb. flat-footed; 45·19 miles, 77½ lb. bull-headed; and 105·00 miles 73 lb. bull-headed. The sleepers chiefly used are of wood or cast iron (oval or round) posts and steel transverse.*Southern Punjab, Rajpura-Dhatinda, Jammu and Kashmir and Ludhiana-Dhura-Yakkal railways.*—The permanent-way consists of 75 lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar, or steel. The line from Rajpura to Patiala is laid with steel rails, 68 lb. to the yard, on deodar sleepers.*Dandot Light railway.*—The permanent-way consists of old metre gauge 36 lb. and 40 lb. rails laid on deodar sleepers.*Nowshera-Durgai and Khushalgarh-Kohat-Thal railways.*—The permanent-way consists of flat-footed steel rails, 35 lb. to the yard, laid on wooden sleepers, except on the Kohat-Thal section which will be laid with 21 lb. steel rails on wooden sleepers.(b) *Ballast.*—The lines are ballasted throughout.(c) *Tunnels.*—The following are the tunnels of 500 feet length and over —Sohawa (between Taraki and Sohawa), 538·25 feet; Margalla (between Sang Jani and Serai Kala), 950 feet; Attuck No. 4, 677·50 feet; Attuck No. 5 (between Attuck and Khairabad), 722 feet; Mushkaf No. 2, 650 feet; Mushkaf No. 4 (between Mushkaf and Ocepur), 529 feet; Ocepur No. 7 (between Ocepur and Panir), 739 feet; Panir No. 9 (between Panir and Peshi), 3,218 feet; Rift No. 11 A, 571 feet; Seetal No. 12 (between Panir and Peshi), 1,035 feet; Cascade No. 14 (between Ilrook and Dozan), 542 feet; Mary Jane No. 16 (between Dozan and Kolpur), 681 feet; Khojak No. 18, 12,870 feet; tunnel No. 20, 756 feet; tunnel No. 23 (between Shalabagh and Sanzal), 800 feet; Gundakinduff No. 3, 569·50 feet; Kuchali Lower No. 4 (between Baberkach and Kuchali), 506 feet; Karez No. 1, 806 feet; Karez No. 3, 2,034 feet; Rift bridge No. 10, 540 feet; Lower Chapper No. 11, 592 feet; Iron gate No. 13 (between Dirgi and Mangi), 1,227 feet; Mudgorge No. 15 (between Mangi and Mudgorge), 1,087 feet; Māri No. 1, 1,180 feet; No. 2, 854 feet; No. 3, 1,775 feet; No. 4, 1,130 feet; No. 5, 1,614 feet; No. 6, 1,897 feet; No 9, and Siala between Chhab and Uchhri), 1,300 feet and 545 feet respectively.

History of railways constructed and in progress

Class. No	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
7 (a)	NORTH WESTERN SYSTEM—concl'd.			Miles.	Miles.
	Brought forward . . . . .	...	...	...	3,628.10
7 (d)	JAMMU AND KASHMIR (KASHMIR STATE)— (5' 6" gauge.)				
	Frontier of the Kashmir State to the left bank of the Tawi river near Jammu	25-2-88	15-3-90	15.92	
	TOTAL, JAMMU AND KASHMIR . . . . .	...	...	...	15.92
7 (f)	NOWSHERA-DURGAI— (2' 6" gauge.)				
	Nowshera to Durgai	15-5-99	1-1-01	40.25	
	TOTAL, NOWSHERA-DURGAI . . . . .	..	...	...	40.25
7 (e)	LUDHIANA-DHURI-JAKHAL— (5' 6" gauge.)				
	Ludhiana <i>via</i> Dhuri to Jakhal	6-10-99	10-1-01	78.66	
	TOTAL, LUDHIANA-DHURI-JAKHAL . . . . .	...	..	...	78.66
7 (g)	DANDOT LIGHT— (2' 6" gauge.)				
	Dandot station to the mouth of the main mine . . . . .	...	5-7-89	1.89	
	Head of middle incline to shaft No. 10 of outcrop mine . . . . .	...	1-7-93	1.29	
	Head of upper incline to Pidh coal platform . . . . .	...	6-6-95	3.00	
	TOTAL, DANDOT . . . . .	..	...	...	6.18
	GRAND TOTAL OPEN MILEAGE, NORTH WESTERN SYSTEM . . . . .		...	...	3,749.11
	<i>Lines under construction or sanctioned for construction—</i>				
7 (h)	KHUSALGARH-KOHAT-THAL— (2' 6" gauge.)				
	Khusalgarh <i>via</i> Kohat to Thal	31-10-00	Uncertain	92.20	
	TOTAL, KHUSALGARH-KOHAT-THAL . . . . .	..	...	...	92.20
	JERIB-D. GAN— (2' 6" gauge.)				
	Malakwal to the Karana Hills . . . . .	..	...	51.40	
	Total, Lines under construction . . . . .	...	...	...	143.60
	GRAND TOTAL, NORTH WESTERN SYSTEM . . . . .	..	...	...	3,892.71
7 (j)	NOWSHERA-DURGAI— (See North Western System.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

8. Details of construction—*concd.*

(d) *Bridges.*—The following are the important bridges of 1,000' length and over.—Chinre creek (between Kiāmāri and Kurrachee City), 32 spans of 40', Baran *viaduct* (between Meting and Bholar), 32 spans of 45 feet; Bridge No. 135 (between Chidarai and Ab-i-Gum), 20 spans of 60 feet; Empress (between Adamwāhan and Adamwāhan bridge) 16 spans of 250 feet; Chenab (between Sher Shah and Chenab west bank), 17 spans of 200 feet; Kaisar-i-Hind (between Ganda Singhwala and Hussainiwala), 27 spans of 150 feet; Beas (between Beas and Beas east bank), 32 spans of 100' and 2 spans of 120 feet; Ravi (between Shahdara and Badami Bag), 15 spans of 90 feet; Sutlej (between Phillour and Ladhawal), 41 spans of 99 feet, 4 spans of 71 feet, 1 span of 99·67 feet and 1 span of 96·8 feet; Markunda (between Kersian and Barara), 9 spans of 100 feet and 2 spans of 100 feet; Jumna (between Jagadhri and Sarsawa), 23 spans of 99 feet and 2 spans of 100 feet; Alexandra (between Wazirabad and Kathāla), 28 spans of 133·50 feet; Victoria (between Malakwal and Haranpur), 17 spans of 150 feet; Jhelum (between Karyala and Jhelum) 50 spans of 90 feet and 1 span of 18·50 feet; Attock (between Khairabad and Attock), 2 spans of 296·25 feet, 3 spans of 246·25 feet and 2 spans of 40 feet; Lansdowne (between Sukkur and Rohri), 1 span of 790 feet, 1 span of 270 feet, 1 span of 230 feet and 1 span of 90 feet.

Khusalgarh-Kohat-Thal railway.—The Indus at Khusalgarh will, for the present, be crossed by a cable way, the clear cable span from saddle to saddle being 1,100 feet.

(e) *Fencing.*—

North Western railway.—The main line, Ferozepore and Pathankot branches and the Ludhiana-Dhuri-Jakhal railway are, for the most part, fenced on both sides. The section from Lāla Musa to Peshawar is, however, only partially fenced. The Wazirabad and Khusalgarh branches are unfenced, except at stations. The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank. The Kundian-Mānwāli branch is unfenced throughout. The Sind-Pishin main line is fenced from Ruk Junction to Jhatpat, the remainder of the line is unfenced. The Sibi-Nari bank and Quetta-Dostan sections are unfenced.

The Rajpura-Bhatinda railway.—The line is fenced from Rajpura to Patiala only. The rest of the system is unfenced.

The Ludhiana-Dhuri-Jakhal railway.—The line is fenced throughout.

(f) *Curves.*—

5'6" gauge.—Of curves under a radius of 1,000 feet, there are 25·73 miles distributed over the line varying from 455 feet to 997 feet in radius.

Dandot-Light railway.—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

Nowsheera-Durgai railway.—The sharpest curve is 477 feet radius.

(g) *Gradients.*—Of a total open mileage of 3,749·11 miles on the system, 71·19 miles are on a gradient of 1 in 50 or steeper. On the Dandot Light railway, the ruling gradient is 1 in 250 over a length of 0·24 mile.

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
6 (a)	ODDH AND ROHILKHAND SYSTEM— (5 6" gauge)			Miles.	Miles.
	<i>Main line—</i>				
	Moghal Serai to mile 3'25 . . . . .	...	22-12-62	3'25	
	From mile 3'25 south of the Dufferin bridge to the Benares Ganges station . . . . .	...	1-10-87	4'25	
	From the Benares Ganges station to Benares Canton- ment . . . . .	...	18-6-83	1'50	
	Benares Cantonment to Rae Bareilly	Oct. 1895	4-1-98	138'30	
	Lucknow to Rae Bareilly	5-8-91	18-10-93	48'56	
	Lucknow to Sandila . . . . .	...	1-2-72	30'00	
	Sandila to Hardoi . . . . .	...	15-7-72	33'00	
	Hardoi to Shahjahanpur . . . . .	...	1-3-73	39'00	
	Shahjahanpur to Faridpur . . . . .	...	8-9-73	33'00	
	Faridpur to Bareilly . . . . .	...	1-11-73	13'00	
	Bareilly to Moradabad (chord line <i>via</i> Rampur)	4-12-91	8-6-94	56'07	
	Moradabad to Nagina	29-3-81	8-10-84	47'25	
	Nagina to Najibabad		1-4-85	13'70	
	Najibabad to Saharanpur		1-1-86	58'25	
				518'19	
	<i>Loop line—</i>				
	Bareilly to Utkala . . . . .	...	22-12-73	5'00	
	Utkala to Aonla . . . . .	...	1-11-73	11'00	
	Aonla to Chandausi . . . . .	...	10-6-73	27'00	
	Chandausi to Moradabad . . . . .	...	28-10-72	27'50	
	Benares Cantonment to Shahganj . . . . .	...	5-1-74	56'13	
	Shahganj to Bilwai . . . . .	...	1-5-74	7'00	
	Bilwai to Muzpur . . . . .	...	17-4-74	9'00	
	Muzpur to Akbarpur . . . . .	...	2-3-74	12'00	
	Akbarpur to Fyzabad . . . . .	...	10-6-73	36'00	
	Fyzabad to Bara Banki . . . . .	...	25-11-73	62'00	
	Bara Banki to Lucknow . . . . .	...	1-1-72	17'00	
				264'53	
	Total Main and Loop lines . . . . .	...	...	...	787'72
	<i>Branches—</i>				
	Moradabad to Gajroula	8-4-77	1-4-00	33'40	
	Gajroula to Ghaziabad		25-11-00	53'37	
				87'77	
	<i>Ajodhya ghat branch—</i>				
	Kanauj to Ajodhya ghat	16-12-84	15-11-86	3'22	
	<i>Bahramghat branch—</i>				
	Bara Banki to Bahramghat . . . . .	...	20-11-72	21'52	
	<i>Cawnpore branch—</i>				
	Lucknow to Cawnpore	Janv. 1864	23-4-67	42'00	
	Left bank Ganges to junction with the East Indian rail- way at Cawnpore . . . . .	...	15-7-75	3'22	
	Passenger approach to the East Indian railway at Cawnpore . . . . .	...	21-2-88	0'23	
				45'45	
	<i>Aligarh branch—</i>				
	Aligarh to Rajghat . . . . .	...	1-2-72	30'12	
	Rajghat to Chandausi . . . . .	...	28-10-72	30'48	
				60'60	
	<i>Haridwar branch—</i>				
	Haridwar Junction to the left bank of the Ganges Canal Jawalapur	15-5-83	1-1-86	13'53	
	Left bank of the Ganges Canal near Jawalapur to Haridwar		20-8-86	3'53	
				17'06	
	<i>Koldwara branch—</i>				
	Najibabad Junction to the right bank of the Koh river opposite Koldwara	Oct. 1895	24-12-96	15'19	
	Total Branches . . . . .	...	...	...	249'81
	TOTAL, OPEN MILEAGE ODDH AND ROHILKHAND PROPER . . . . .	...	...	...	1,037'53
	Carried over . . . . .	...	...	...	1,037'53

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Oudh and Rohilkhand railway system is made up of :—

	Open line. Miles.	Under construction. Miles.	Total Miles.
(a) Oudh and Rohilkhand State railway (5' 6" gauge)	1,037'53	...	1,037'53
(b) Hardwar-Dehra railway (5' 6" gauge)	32'04	...	32'04
(c) Cawnpore-Burhwal (3' 3½" gauge) link	79'60	...	79'60
(d) Allahabad-Lyonsabad railway (5' 6" gauge) . . . . .	...	94'67	94'67
Total	1,149'17	94'67	1,243'84

2. Oudh and Rohilkhand State railway—

(a) The Oudh and Rohilkhand railway is owned and worked by the State.

(i) *General remarks.*—The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew & Co. connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3'25 miles long and is worked by manual power. It is used for goods traffic only.

The construction of the Cawnpore-Burhwal (3' 3½" gauge) link was sanctioned as a part of the project for linking up the metric gauge systems of Northern India. The mileage shown excludes 3'66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line. Starting from the north of Burhwal station, on the Oudh and Rohilkhand State railway, it runs up to Bana Banki along a third rail laid inside the Oudh and Rohilkhand State railway line, and thence on to Malhaur a separate 3' 3½" track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand railway track. From Malhaur it deviates to the east, over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj, the Lucknow-Bareilly railway is utilized to Aishbagh, where it crosses that railway and runs for 2'08 miles over new country; it joins the Cawnpore branch of the Oudh and Rohilkhand State railway at mile 2'80 from Lucknow, then runs parallel to the latter line up to the Cawnpore bridge station, from which point a third rail has been laid across the Ganges bridge. After clearing the bridge, the separate track, parallel to the Oudh and Rohilkhand railway, is resumed and followed up to and through the Cawnpore (Oudh and Rohilkhand State railway) station yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83'20.

3. Hardwar-Dehra railway.—

(a) The Hardwar-Dehra railway is worked under the following contract :—

Contract of.—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

(b) The general conditions of the contract are as follows :—

(i) *Terms of contract.*—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital, and except for *bona fide* temporary purposes, at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share of stock capital.

(ii) *Government aid.*—Interest at 3 per cent. per annum is guaranteed. Government also allow Rs 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent. is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue. Land is also provided free of charge.

(iii) *Currency of contract.*—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent., or is not less than, the total capital expenditure.

(iv) *Power of Company to surrender contract.*—Nil.

(v) *Terms of working.*—After deduction of 50 per cent. of the gross earnings for working expenses, and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
6 (a)	ODUH AND ROHILKHAND SYSTEM—concl'd.			Miles.	Miles.
	Brought forward . . . . .	...	...	...	1,037'53
6 (b)	HARDWAR-DEHRA— (5' 6" gauge.)				
	Hardwar to Dehra	18-11-96	1-3-00	32'04	
	TOTAL, HARDWAR-DEHRA . . . . .	...	...	...	32'04
6 (c)	CAWNPORE-BURHWAL— (3' 3½" gauge.)				
	Burhwal to Daliganj.	} Oct. 1894 {	24-11-96	*34'57	
	Aishbagh to Cawnpore		25-4-97	†45'03	
	TOTAL, CAWNPORE-BURHWAL . . . . .	...	...	...	79'60
	<i>Line under construction or sanctioned for construction—</i>				
6 (d)	ALLAHABAD-FYZABAD— (5' 6" gauge.)				
	Allahabad to Fyzabad . . . . .	...	...	94'67	
	TOTAL, ALLAHABAD-FYZABAD . . . . .	...	...	...	94'67
	GRAND TOTAL, OUDH AND ROHILKHAND SYSTEM . . . . .	...	...	...	1,243'84

* Including the length Burhwal to Barn Banki, 16·70 miles, laid on a mixed gauge.
† Including the length over the Cawnpore bridge, 0·59 mile, laid on a mixed gauge.

DIX 47—continued.

as the 31st December 1901, alphabetically arranged.

4.

REMARKS.

3. Hardwar-Dehra railway—concluded.

(b) General conditions—concluded.

(vi) *Rates and fares*.—Rates and fares to be arranged between Government and the working agency within one-and-a-half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand railway.

4. General remarks.—One mile of the Oudh and Rohilkhand railway at Cawnpore is worked over by the Indian Midland railway.

The Cawnpore-Burhwal, 3' 3½" gauge, link works over 3'66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh.

5. Details of construction.—

(a) *Permanent-way*.—The permanent-way at first adopted for the 5' 6" gauge portion of the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back sleepers. Up to 1880, the original iron rails had been replaced by 60 lb. steel rails, and since 1880, all renewals have been made with 75 lb. steel rails of the Indian State railway pattern, laid on metal or wooden sleepers, the former being steel bowls, or cast iron bowls locally made, the latter ash and deodar. All new lines are laid with 75 lb. steel rails and metal or wooden sleepers.

Cawnpore-Burhwal.—Where the line is not mixed gauge, it is laid with new 50 lb. steel rails.

(b) *Ballast*.—The line is ballasted throughout, either with sand or earth with a covering of broken brick or kunkur, or kunkur stone or shingle.

(c) *Bridges*.—The following are the important bridges of 1,000 feet and over—Dufferin (between Moghal Serai and Kashi), 7 spans of 331 feet and 9 spans of 103 feet, Sai (between Jalilgram and Zafrahad), 2 spans of 58½ feet and 16 spans of 57½ feet; Goomter (between Zafrahad and Jaunpur City), 16 spans of 82 feet, Ganges (between Ganges bridge and Cawnpore), 23 spans of 100 feet, 2 spans of 90 feet and 2 spans of 40 feet, Gurrah (between Shikharapur and Bandhwa), 11 spans of 66 feet, Ramgunga (between Bareilly and Bakhawatgunj), 31 spans of 56 feet, 1 span of 72 feet, 1 span of 58 feet and 1 span of 55 feet; Ganges (between Bahala and Parghat), 33 spans of 80 feet, Kosi (between Rampur and Kashi), 10 spans of 98½ feet, Ramgunga (between Raghra and Moradabad), 10 spans of 204 feet, Ramgunga (between Rasi and Lhaksar), 14 spans of 92½ feet, Ganges (between Balawali and Rasi), 11 spans of 249 feet; Solani (between Landhaura and Lhaksar), 11 spans of 149½ feet.

(d) *Fencing*.—The line is fenced throughout, except on the Hardwar-Dehra branch which is only partially fenced.

(e) *Curves*.—There are no curves of a shorter radius than 1,000 feet, except on the Cawnpore-Burhwal railway where the sharpest curve has a radius of 573 feet.

(f) *Gradients*.—Of a total open mileage on the system of 1,149·17 miles, 9·30 miles are on a gradient of 1 in 80 or steeper.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
9 (f)	PALANPUR-DEESA— (See Bombay, Baroda and Central India system.)				
4 (c)	PARLAKIMEDI LIGHT— (See Bengal-Nágpur system.)				
9 (d) & (e)	PETLAD-CAMBAY— (See Bombay, Baroda and Central India system.)				
23 (d)	PONDICHERRY— (See South Indian system)				
17 (c)	POWAYAN LIGHT— (See Rohilkund and Kumaon system)				
4 (b)	RAIPUR-DHAMTARI— (See Bengal-Nágpur system.)				
9 (f)	RAJPIPLA— (See Bombay, Baroda and Central India system.)				
7 (c)	RAJPURA-BHATINDA— (See North Western system)				
9 (g)	RAJPUTANA-MALWA— (See Bombay, Baroda and Central India system.)				

History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
28 (a)	RÁNAGHAT-KRISHNAGAR LIGHT— (1' 6" gauge.)				
	Right bank of the Churni river (Aistala Ghát) near Ránaghat to Krishnagar	Decr. 1895.	5-4-99	20'25	
	TOTAL, RANAGHAT-KRISHNAGAR LIGHT .	...	...	...	20'25
(f)	REWAH— (See East Indian system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Ranaghat-Krishnagar Light railway—

- (a) The Ranaghat-Krishnagar Light railway is maintained and worked on the terms in Bengal Government, Public Works Department Notification No. 334, dated the 16th December 1895 under the following agreement:—

Agreement of—6th September 1895 (between the Ranaghat-Krishnagar Light Railway Company and the District Board of Nadia).

- (b) The general conditions are as follows:—

(i) *Aid by the District Board.*—The District Board make up the net earnings of the Company to Rs. 1,473 per mile per annum constructed and declared open, limited to a maximum claim of Rs. 28,000 per annum.

(ii) *Currency of agreement.*—The District Board may determine agreement by purchase under section 41, Act III of 1883 (Bengal Code), the amount payable being calculated at 20 years' purchase of the average net annual profits to the Company during the four years preceding, together with a bonus of 20 per cent. on the amount so arrived at.

(iii) *Terms of working.*—When the net earnings of the Company, after deducting any commission payable to Agents, exceed 4 per cent. upon the capital, such surplus profits exceeding 4 per cent. and not exceeding 8 per cent. are divided equally between the Company and the District Board; and when the net earnings exceed 8 per cent. upon the capital, the Company receive one-fourth share of the surplus, the remaining three-fourths of such surplus being equally divided between the District Board and Government.

(iv) *Rates and fares.*—The same rates and fares as are in force on the Howrah-Amta railway.

(v) *General remarks.*—The line has been constructed on the old Government embankment made for the abandoned Ranaghat-Bhagwangola railway. On the 23rd February 1899, the Indian Railways Act, IX of 1890, except section 135 was applied to the line. A siding, 1.50 miles long, has been constructed by the Eastern Bengal State railway on the 5' 6" gauge, and runs from the Ranaghat station to the left bank of the Churni and connects with the railway by a ferry worked by the Ranaghat-Krishnagar Light railway.

2. Details of construction.—

(a) *Permanent-way.*—The permanent-way consists of 25lb. steel rails, Vignole's pattern, and cross sleepers of pyinkado, 9 per rail of 24 feet.

(b) *Ballast.*—The line is ballasted throughout with brick.

(c) *Fencing.*—The line is unfenced.

(d) *Curves.*—The sharpest curve is of 600 feet radius.

(e) *Gradients.*—Of a total length of 20.25 miles, 0.80 mile is on a gradient of 1 in 300, or steeper.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
17 (a)	ROHILKUND AND KUMAON SYSTEM— (3' 3½" gauge.)				
	COMPANY'S SECTION—				
	Bhoojeeपुरा to Katligodam	1882	12-10-84	53'92	
	TOTAL COMPANY'S SECTION . . . . .	...	...	...	53'92
17 (b)	LUCKNOW-BAREILLY STATE RAILWAY SECTION— (3' 3½" gauge.)				
	Main line—				
	Lucknow to Sitapur	8-10-84	15-11-86	55'00	198'55
	Sitapur to Lakhimpur		15-4-87	28'50	
	Lakhimpur to Gola Gokaran Nāth		15-12-87	21'50	
	Gola Gokaran Nāth to Pilibhit	27-12-80	1-4-91	57'55	
	Pilibhit to Bhoojeeपुरा	Bareilly to miles 4 62 on 17-3-82. Mile 4 62 to Pilibhit, 24- 2-83.	15-11-84	24'00	
	Bhoojeeपुरा to Bareilly		12-10-84	12'00	
	Total Main line . . . . .	...	..	...	198'55
	Branches—				
	Bareilly grain siding	24-3-92	1-4-94	1'75	
	Dudhwa branch—				
	Mailani to Sarda	Mailani to Dudhwa, 3-12-90, Dudhwa to Sonaripur 2-11-93	1-1-93	15'00	32'62
	Sarda to Sohela		10-3-93	8'50	
	Sohela to Sonaripur		18-3-94	7'37	
	Total Branches . . . . .	...	...	..	32'62
	TOTAL OPEN MILEAGE, LUCKNOW-BAREILLY . . . . .	...	...	...	231'17
	Line under construction or sanctioned for construction—				
	Dudhwa branch—				
	Dudhwa to Mohan river	12-4-01	...	5'96	
	Total Line under construction . . . . .	...	...	...	5'96
	TOTAL, LUCKNOW-BAREILLY SECTION . . . . .	...	...	...	237'13
17 (c)	POWAYAN LIGHT— (2' 6" gauge.)				
	Shahjahanpur to Powayan	Jany. 1889 Feb'y. 1894.	17-6-90	17'00	39'50
	Powayan to Khotar		19-5-91	14'00	
	Khotar to Mailani		22-12-94	8'50	
	TOTAL, POWAYAN LIGHT . . . . .	..	...	...	39'50
	GRAND TOTAL, ROHILKUND AND KUMAON SYSTEM . . . . .	...	...	...	330'55

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction.	Total.
	Miles.	Miles.	Miles.
(a) Rohilkund and Kumaon railway (3' 3½" gauge)	53'02	...	53'92
(b) Lucknow-Bareilly State railway (3' 3½" gauge)	231'17	5'06	237'13
(c) Pownoy light railway (2' 6" gauge)	39'50	...	39'50
Total	324'59	5'06	330'55

2. Rohilkund and Kumaon and Lucknow-Bareilly State railways.—

(a) The Rohilkund and Kumaon, and Lucknow-Bareilly State railways are worked under the following contracts—

Contract of—12th October 1882.—Rohilkund and Kumaon Railways Company's original contract.

8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly State railway and the Rohilkund and Kumaon Company's line as one system. (Principal contract).

31st December 1892.—Relating to advances of capital by Government.

5th February 1901.—Contract modifying the terms of the previous contracts.

(b) The general conditions of the contracts are as follows —

(i) *Government aid.—Company's section.*—Government guaranteed interest at 4 per cent. in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract, thereafter a subsidy of Rs. 20,000 half-yearly for ten years from date of opening, which ceased after 31st December 1894. Land was provided free, subject to the condition that the Company pay on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.*Lucknow-Bareilly section.*—The Company to raise £160,000 capital by debentures which Government guarantees as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 96,000. Land was also provided free of charge.*Note.*—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3½ per cent. per annum under agreement dated the 5th February 1901.(ii) *Terms of contract.*—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.(iii) *Duration of contract.*—*Rohilkund and Kumaon railway.*—Government may terminate the contract at the end of the 30th year (*i.e.*, on the 31st December 1912) or the 50th year (*i.e.*, on the 31st December 1932) by giving 12 months' notice. If the contract terminate by such notice or by efflux of time, Government is to pay 25 times the average net earnings, deducting the Government share of surplus profits during the 5 years preceding the termination. The Government may also determine the contract at any time on six months' notice, if the Company fail to observe their obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment in which case the Company must remove their property within nine months from termination of contract, otherwise it becomes the property of the Government.*Lucknow-Bareilly State railway.*—Government may determine the contract on the 31st December 1907, or on the 31st December of any subsequent year by giving twelve months' notice. In the event, however, of the original contract dated the 12th October 1882 terminating by efflux of time or under notice of purchase or notice of determination, this contract *ipso facto* also terminates at the same time. Government may also terminate the contract if the Company fail to observe their obligations after six months' notice. On determination of the contract, Government resume possession of the State railway on payment to the Company of the amount of the capital received or take over their liabilities with respect to such capital.(iv) *Power of Company to surrender contract.*—Nil.(v) *Terms of working.—Company's section.*—During the period that the Government are liable to pay interest, the surplus profits, after repayment of the guaranteed interest, go to the Company. Subsequently, half the surplus profits, after 5 per cent. for the year (within a limit of £5,000 for each half-year) has been appropriated to the Company, is to be applied in repayment to Government of arrears of Guaranteed interest and of interest thereon. The other half and any ultimate surplus to belong to the Company. After the year ending 31st December 1897, Government are to receive half the surplus profits in excess of 6 per cent.*Note.*—It has been agreed that, in calculating the surplus profits for division, sums received by the Company as their share of the surplus profits of the Lucknow-Bareilly railway shall not be taken into account.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
17 (a)	ROHILKUND AND KUMAON SYSTEM—concl'd.				
16 (c)	SAGAU-LI-RAXAUL— (See Bengal and North-Western system.)				
11 (a)	SHORANUR-COCHIN— (See Madras system.)				
1 (c)	SOUTH BEHAR— (See East Indian system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

2. Rohilkund and Kumaon and Lucknow-Bareilly State railways—*concluded*.(b) General conditions—*concluded*.(v) Terms of working—*concluded*.

Lucknow-Bareilly section—The working expenses of the system are divided between the Company's line and the State railway in proportion to their gross earnings, the profits of the State railway being applied—in meeting payment of interest on the debentures, and of interest at 4 per cent. on any further capital supplied by the Company for the undertaking or advanced by Government, in payment to Government of interest at 4 per cent. on their capital in the undertaking, the residue to be divided half-yearly between Government and the Company in the ratio of their respective shares of capital in the undertaking.

Any insufficiency of the profit, to meet the charges under (i) that may be met by money supplied by Government shall be a cumulative preference charge against subsequent profits before division of residue.

(vi) *Rates and fares*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

3. Powayan Light railway—The working and maintenance of this railway was taken over by the Rohilkund and Kumaon Railway Company from the 1st December 1900. The agreement is under consideration.

4. General remarks—The Rohilkund and Kumaon railway works over 1200 miles of the Lucknow Bareilly State railway from Dhousapora to Bareilly.

The following length of the Lucknow-Bareilly State railway is worked over by the Cawnpore-Buthwal, 3' 3½" gauge, from Daiganj to Aishbaph, 300 miles.

5. Details of construction—

(a) *Permanent-way*—The line is laid principally with 41½ lb. steel rails, (with the exception of the old Cough and Rohilkhand railway 60½ lb. steel rails between Daiganj and Lucknow Junction, and sal, ash, and deodar sleepers. On the Powayan Light railway, the rails are flat-bottomed steel, weighing 25 lb. to the yard, laid on sal sleepers.

(b) *Ballast*—The ballast consists of brick, shingle and kunker. The Powayan Light railway is earth ballasted.

(c) *Fencing*—The system is unfenced except at stations.

(d) *Curves*—The only curve under a radius of 1,000 feet occurs between Lucknow Junction and Lucknow City, the length of which is 0.63 mile.

(e) *Gradients*—Of a total mileage of 324.59 miles on the system, 13.70 miles are on a gradient of 1 in 100 or steeper.

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
23 (a)	SOUTH INDIAN SYSTEM— (3' 3½" gauge).				
	MADRAS-TUTICORIN SECTION—				
	<i>Main line—</i>				
	Madras (Beach Joint to Beach old)	1900	15-1-00	0'33.	
	Madras Beach old to Park zero		1-1-79	1'00	
	Madras (Park zero) to Tindivanam	25-2-73	1-9-76	76'05	
	Tindivanam to Cuddalore old town		1-1-77	52'01	
	Cuddalore old town to Porto Novo		1-7-77	17'15	
	Porto Novo to Chidambaram	12-6-74	1-10-78	6'73	
	Chidambaram to Coleroon		1-7-79	4'57	
	Coleroon to Shiyali		1-1-78	6'06	
	Shiyali to Mayavaram	May '59	1-7-77	12'24	
	Mayavaram to Tanjore		15-2-77	43'76	
	Tanjore to Trichinopoly Junction		11-3-62	31'14	
	Trichinopoly Junction to Madura	2-3-72	1-9-75	96'04	
	Madura to Tuticorin		1-1-76	98'71	
	Tuticorin to Foreshore	1899	7-8-99	0'41	
	Total Main line . . . . .	...	...	...	446'80
	<i>Branches—</i>				
	<i>Arkonam branch—</i>				
	Chingleput to Wárajábad	Nov. '79	1-8-80	13'66	
	Wárajábad to Conjeeveram		1-1-81	7'94	
	Conjeeveram to Arkonam		11-3-64	17'65	
	<i>Pondicherry branch—</i>				
	Villupuram to Gingre river, inclusive of bridge over the river	May '79	15-12-79	39'25	
	<i>Nagore branch—</i>				
	Tanjore to Tiruvallúr	May '59	2-12-61	33'83	
	Tiruvallúr to Negapatam		15-7-61	14'33	
	Negapatam to Nagore		11-11-98	4'67	
	<i>Pulliarpati Quarry branch—</i>				
	Tanjore to buffer end, Pulliarpati quarry	1898	1-7-98	52'83	
	<i>Erode branch—</i>				
	Trichinopoly Junction to Fort	May '59	1-7-98	4'57	
	Trichinopoly Fort to Karúr		11-3-62	2'52	
	Karúr to Kodumudi		3-12-66	44'65	
	Kodumudi to Erode		1-7-67	16'70	
	<i>Tinnevely branch—</i>				
	Maniyáchi to Tinnevely	2-3-72	1-1-76	23'54	
	<i>Wharf branch—</i>				
	Cuddalore old town to Wharf	1899	7-8-99	87'41	
	<i>Copper quarry branch—</i>				
	Junction with main line to Copper Quarry	1900	15-4-00	18'23	
	<i>Salt branch—</i>				
	Tuticorin to buffer end of Sevandarolam salt siding	1899	12-11-99	1'54	
	Junction of Sevandarolam salt siding to buffer end of Livingapuram		12-11-99	0'25	
	Total Branches . . . . .	...	...	2'39	223'55
	TOTAL, MADRAS-TUTICORIN SECTION . . . . .	...	...	...	670'35
	Carried over . . . . .	...	...	...	670'35

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The South Indian railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) South Indian railway (3' 3½" gauge)	1,033.63	150.66	1,184.29
(b) Tanjore District Board (Mayavaram-Mutputi) railway (3' 3½" gauge)	54.08	44.86	98.94
(c) The Karaikkal-Peralam railway (3' 3½" gauge)	14.65	...	14.65
(d) Pondicherry railway (3' 3½" gauge)	7.85	...	7.85
(e) Tinnevely-Qutub (Travancore) branch (Native State section) (3' 3½" gauge) . . . . .	...	57.94	57.94
Total	1,110.21	253.46	1,363.67

2. South Indian railway —

(a) The South Indian railway is worked under the following contract—

Contract of—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working

(b) The general conditions of the contract are as follows.—

(i) *Terms of contract.*—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting

between the Secretary of State and the Company were determined. The purchase price was £4,197,557.* The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock, which is irredeemable. The present Company (practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further monies required to be either provided by the Secretary of State, or raised by the Company under guarantee. Subject to the provision of the contract, all moneys paid by the Company become the absolute property of the Secretary of State.

Company's stock at date of purchase	£ 3,208,280
Premium	99,277
	4,197,557

(ii) *Currency of contract.*—Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it, by giving six months' notice, should the Company fail to observe their obligations, or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract, Government are to take possession of the railway and all its appliances, repaying at par to the Company their capital of £1,000,000 and any further capital raised by them and paid to Government.(iii) *Power of Company to surrender contract.*—Nil.(iv) *Terms of working.*—The net receipts to be applied in payment to Government of—the equivalent in rupees of interest at 4½ per cent on £425,000 irredeemable debenture stock of the old Company (at "the prescribed rate" of exchange); 3 per cent. on the net expenditure shown by the capital advance, stores and capital accounts, after deducting the sums of Rs. 1,40,00,000 and Rs. 50,50,000 (the contract equivalents of the Company's capital and of the irredeemable debenture stock respectively); and in payment of the residue to Government and the Company in the ratio of the respective capital amounts contributed by each.(v) *Rates and fares.*—Certain maxima and minima have been fixed within which the Company are permitted to vary their rates.(vi) *General remarks.*—The line from Negapatam to Erode was commenced in May 1859 by the late Great South Indian Railway Company and was completed on the 5' 6" gauge. It was converted to 3' 3½" gauge in sections as follows—Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karur, July 1879; Karur to Erode, December 1879. The line from Arkonam to Little Conjeevaram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system and was completed on the 3' 6" gauge. It was converted to 3' 3½" gauge in July 1878.

On the 1st January 1891, the South Indian railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal State railway, to a new Company called the "South Indian Railway Company Limited," the whole now forming the South Indian railway system.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total
				Miles.	Miles.
23 (a)	SOUTH INDIAN SYSTEM—continued. (3' 3½" gauge.)				
	Brought forward . . .	...	...	...	670.35
	VILLUPURAM-DHARMAVARAM SECTION—				
	<i>Main line—</i>				
	Villupuram to Tiruvannámalai	Nov. '83	17-11-90	41.80	
	Tiruvannámalai to Pákala		18-3-91	66.55	
	Pákala to Váyalpád		1-1-92	40.61	
	Váyalpád to Dharmavaram		1-3-92	94.14	
	Total Main line . . . . .	...	...	279.18	
	<i>Branch—</i>				
	<i>Gudur branch—</i>				
	Pákala to Tirupati West.	Nov. '88	18-3-91	25.05	
	Tirupati to Gudur	15-11-83	15-9-87	59.05	
	Total Branch . . . . .	.	...	84.10	
	TOTAL VILLUPURAM-DHARMAVARAM SECTION	...	...	...	363.28
	TOTAL OPEN MILEAGE, SOUTH INDIAN PROPER	...	...	...	1,033.63
	<i>Lines under construction or sanctioned for construction—</i>				
	Madura to Mandapam	21-4-91	...	91.26	
	Tiruppachetti to Sivagunga	21-4-99	..	0.00	
	<i>Tinnevely-Quilon (Travancore branch)—(British section)</i>				
	Tinnevely to Surocottah	21-4-99	...	50.33	
	Total Lines under construction	...	..	...	150.66
	GRAND TOTAL, SOUTH INDIAN PROPER	...	...	...	1,184.29
	Carried over . . . . .	..	...	...	1,184.29

on the 31st December 1901, alphabetically arranged.

REMARKS.

3. The Tanjore District Board (Mayavaram-Mutupet) railway—

(1) The Tanjore District Board (Mayavaram-Mutupet) railway is worked under the following contract:—

Contract of—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

(b) The general conditions of the contract are as follows—

(i) *Government aid*.—Land was provided free of cost.(ii) *Terms of contract*.—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial Revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900, the Tanjore District Board took over the Government section and became sole owners, the purchase money, Rs. 20,00,000, being treated as a loan at 4 per cent per annum. The extension of the line is being carried out by the South Indian Railway Company at the cost of the Tanjore District Board.(iii) *Currency of contract*.—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on twelve months' notice, by assuming liability for any debentures which the District Board may have issued, and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances, this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R.C., dated 5th March 1901).(iv) *Terms of working*.—The line is worked for the same percentage of gross receipts as obtains on the undertaking plus 5 per cent. on the gross receipts of the line for use of rolling-stock, and in addition all other charges properly debitable to revenue.(v) *Rates and fares*.—To be agreed upon from time to time between Government and Company within the maxima and minima in force on the undertaking.(vi) *General remarks*.—The money for this railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District Board, of a special cess of 3 pice in the rupee on all lands which would be served by the railway or benefited by its construction. It was entirely a new departure, and has opened the way for the provision of railways for which Government are unable to find the money, either by the District Board itself raising the capital when the cess is sufficient for this purpose, or by guaranteeing a company.

4. Karaikkal-Peralam railway.—The agreement for working the line has not as yet been finally approved.

5. Pondicherry railway—

(a) The Pondicherry railway is worked under the following contract:—

Contract of—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.

(b) The general conditions of the contract are as follows—

(i) *Currency of contract*.—The contract will be terminable by either party, on giving 6 months' notice expiring on the 31st December in any year.(ii) *Terms of working*.—The line is worked for the same percentage of gross receipts as obtains on the undertaking, including the Pondicherry line.(iii) *Rates and fares*.—Same as on the South Indian railway.(iv) *General remarks*.—The line is in French territory and was constructed with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.

6. Tinnevely-Qullon (Travancore branch).—(Native State section).—The contract is under execution in England.

7. Details of construction—

(a) *Permanent-way*.—The main line from the Beach at Madras to Tuticorin is laid with 50lb. rails on cast iron pots; the rest of the line is laid with various descriptions of rails and sleepers.(b) *Ballast*.—The line is ballasted.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage [*] Miles.	Total. Miles.
23 (a)	SOUTH INDIAN SYSTEM—concluded. (3' 3½" gauge.)				
	Brought forward . . .	...	...	...	1,184.29
23 (b)	TANJORE DISTRICT BOARD (MAYAVARAM-MUTUPET) RAILWAY—				
	Tiruvallur-Mutupet	June 1890	} 2-4-94	54.08	54.08
	Máyavaram-Tiruvallur	10-8-91			
	Total Open mileage . . .	...	...	...	54.08
	<i>Line under construction or sanctioned for construction—</i>				
	Mutupet to Arantangi	15-11-00	† Portion in April 1902, remainder uncertain.	44.86	44.86
	Total Line under construction . . .	...		
	TOTAL, TANJORE DISTRICT BOARD RAILWAY . . .	...	...	...	98.94
23 (c)	KARAIKKAL-PERALAM— (3' 3½" gauge.)				
	Karaikkal to Peralam . . . . .	...	14-3-98	14.65	14.65
	TOTAL KARAIKKAL-PERALAM . . .	July 1895	...	...
23 (d)	PONDICHERRY— (3' 3½" gauge.)				
	Left bank of Gingee river to Pondicherry	June 1878	15-12-79	7.85	7.85
	TOTAL, PONDICHERRY . . .	...	...	...
	<i>Line under construction or sanctioned for construction.</i>				
23 (e)	TINNEVELLY-QUILON (TRAVANCORE BRANCH)—(Native State section)— (3' 3½" gauge.)				
	Quilon to the frontier of the Travancore State	15-5-99	...	57.94	57.94
	TOTAL, TINNEVELLY-QUILON (NATIVE STATE SECTION) . . .	...	...	...
	GRAND TOTAL, SOUTH INDIAN SYSTEM . . .	...	...	...	1,363.67

* Probable date of opening.

on the 31st December 1901, alphabetically arranged.

REMARKS.

7. Details of construction—concluded.

- (d) *Bridges.*—The following are the important bridges of 1,000 feet length and over: Palar (between Kolatur North and Padalam), 18 spans of 120 feet; Ponnar (between Serndanur and Panruti), 17 spans of 100 feet; Gadilam (between Nellikuppam and Cuddalore N. T.), 15 spans of 100 feet; New Coleroon (between Chidambaram and Coleroon), 14 spans of 150 feet; Vaigai (between Samayanallur and Madurai), 15 spans of 70 feet; Gingee (between Kunalamungalam and Villiarur), 7 spans of 150 feet; Amravati (between Karur and Pugilur), 20 spans of 50 feet; Palar (between Vellore and Katpadi), 13 spans of 150 feet.
- (e) *Fencing.*—The South Indian and Pondicherry railways have aloe and wire fencing (with the exception of the Villupuram-Dharinavaram and Pakala-Gudur sections which are unfenced). The Tanjore District Board (Mayavaram-Mutupet) and Karakkal-Peralam railways are unfenced.
- (f) *Curves.*—There are only 1·04 miles of curves under a radius of 1,000 feet.
- (g) *Gradients.*—Of a total open mileage of 1,110·21 miles on the system, 307·44 miles are on a gradient of 1 in 200 or steeper.

Appendix 47.
History of railways.

APPEN*History of railways constructed and in progress*

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
21 (a)	SOUTHERN MAHRATTA SYSTEM— (3' 3½" gauge.)				
	COMPANY'S SECTION—				
	<i>Main Line—</i>				
	Frontier to Castle Rock . . . . .	...	3-2-88	3 63	
	Castle Rock to Deuli . . . . .	...	15-6-87	2 75	
	Deuli to Dhārwar . . . . .	...	24-1-87	56 00	
	Dhārwar to Hospet	Bellary to Hubli, Nov. '81.	1-7-85	101 25	
	Hospet to Bellary		24-3-84	40 51	
	Bellary to Guntakal . . . . .	...	16-5-87*	29 90	
	Guntakal to Nandyál	26-9-83	11-7-87	90 25	
	Nandyál to Cumbum		15-6-90	63 18	
	Cumbum to Tadépalli		3-10-89	122 41	
	Total Main line . . . . .	...	...		509 97
	<i>Branches—</i>				
	<i>Harthar branch—</i>				
	Hubli to Harthar (temporary station) . . . . .	...	18-10-86	81 00	
	Temporary station to permanent station . . . . .	...	21-2-89		
	<i>Bijapur branch—</i>				
	Gadag to Hotgi	April 1879	1-8-84	173 08	
	<i>Poona branch—</i>				
	Londa to Belgaum . . . . .	...	21-3-87	33 00	
	Belgaum to Miraj	20-11-83	23-12-87	85 01	
	Miraj to Korgaon		2-5-87	76 00	
	Korgaon to Ghorpuri		18-11-86	83 07	
	Ghorpuri to Poona		4-10-90	0 91	
	. . . . .			277 97	
	Total Branches . . . . .	...	...	..	532 07
	GRAND TOTAL, COMPANY'S SECTION . . . . .	...	...	...	1,042 04
	Carried over . . . . .	...	...	...	1,042 04

* Date of opening of original 5' 6" gauge line: Guntakal to Virapur, 16th January 1871, Virapur to Bellary, 1st March 1871.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Southern Mahratta railway system is made up of—

	Open line. Miles.
(a) Southern Mahratta railway (3' 3½" gauge)	1,042'04
(b) Mysore section (Southern Mahratta) (3' 3½" gauge)	296'36
(c) Guntakal-Mysore frontier railway (3' 3½" gauge)	119'50
(d) Hindupur (Yesvantpur-Mysore Frontier) railway (3' 3½" gauge)	51'35
(e) Birur-Shimoga railway (3' 3½" gauge)	37'92
(f) Kolhapur railway (3' 3½" gauge)	29'27
(g) Mysore-Nanjangud railway (3' 3½" gauge)	15'66
Total	1,592'10

2. Southern Mahratta railway—

(a) The Southern Mahratta railway is worked under the following contracts —

Contract of—1st June 1852—Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

(b) The general conditions of the contracts are as follows —

(i) *Government aid*—Interest in sterling on share capital at 3½ per cent. is guaranteed. Land was also provided free.

(ii) *Terms of contract*—The contract provides that the Company raise £3,000,000, and that any further monies required shall be supplied by the Secretary of State.

(iii) *Currency of contracts*—The contract is current for a period of 50 years. Government may however determine the contract after 25, 35 or 45 years (i.e., on 30th June 1907, 30th June 1917, or 30th June 1927), on one year's previous notice; or on six months' notice given at any time if the Company fail to observe their obligations, or the line is worked at a loss. Upon determination of the contract by efflux of time or by notice, Government is to repay to the Company the amount of the par value of the share capital paid to Government.

(iv) *Power of Company to surrender contracts*—The Company may determine the contracts on the 30th June in any year, by giving one year's previous notice.

(v) *Terms of working*—Up to the 31st December 1890, the net receipts belonged to Government unless one-fourth part of the same exceeded the extra guarantee of ½ per cent., in which case the amount of the excess was payable to the Company. After 31st December 1890, three-fourths of the net receipts go to Government and one-fourth to the Company.

(vi) *Rates and fares*—To be fixed from time to time by the Company with the approval of Government.

(vii) *General remarks*—The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from 5' 6" to 3' 3½" gauge on the 16th May 1887.

3. Mysore section (Southern Mahratta)—

(a) The Mysore section is worked under the following contract.—

Contract of—31st August 1887 (between the Secretary of State and the Southern Mahratta Railway Company) for construction, maintenance and working.

(b) The general conditions of the contract are as follows —

(i) *Government aid*—Guarantee of interest in sterling at 4 per cent. on £1,200,000 debenture stock.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
21 (a)	SOUTHERN MAHRATTA SYSTEM—continued. (5' 3 1/2" gauge.)				
	Brought forward . . . . .	...	...	...	1,042'04
21 (b)	MYSORE SECTION—				
	Mysore to Mandya	20-9-77	25-2-82	28'11	
	Mandya to Channapatna		20-3-81	23'25	
	Channapatna to Bangalore		1-2-81	34'75	
	Bangalore to Tumkur	6-10-82	11-8-84	43'00	
	Tumkur to Gubbi	18-1-84	26-12-84	11'00	
	Gubbi to Birur . . . . .	...	12-8-89	76'57	
	Birur to Harihar . . . . .	...	21-2-89	79'68	
	TOTAL, MYSORE SECTION . . . . .	...	...	...	296'36
	Carried over . . . . .	...	...	...	1,338'40

on the 31st December 1901, alphabetically arranged.

REMARKS.

2. Mysore section (Southern Mahratta)—concluded.

(b) General conditions—concl'd.

(ii) *Terms of contract*.—To meet the cost of constructing the Gulbi-Harihar extension, the Company raised £1,224,000 by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936. The contract provides that the Company raise £1,224,000, and that any further moneys required be supplied by the Secretary of State. All moneys whatsoever received by or on behalf of the Company in respect of the undertaking are the absolute property of the Secretary of State during the continuance of this contract.

(iii) *Currency of contract*.—Government may determine the contract at any time, on six months' notice should the Company fail to observe their obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Southern Mahratta system determine, then this contract also determines. On the termination of the contract, the Secretary of State, if so required by the Company, takes over all liability in respect of the debenture stock issued by the latter (which is not redeemable until the 1st March 1936).

(iv) *Power of Company to surrender contract*.—Nil.

(v) *Terms of working*.—Net receipts are divided in proportion of three-fourths to Government and one-fourth to the Company.

(vi) *Rates and fares*.—To be fixed from time to time by the Company with the approval of Government.

4. Guntakal-Mysore Frontier railway.—

(a) The Guntakal-Mysore Frontier section is worked under the following contract —

Contract of—21st August 1898 (between the Secretary of State and the Southern Mahratta Railway Company) for construction and working.

(b) The general conditions of the contract are as follows.—

(i) *Government aid*.—The line is the property of Government.

(ii) *Currency of contract*.—The same as the Southern Mahratta railway.

(iii) *Power of Company to surrender contract*.—The same as the Southern Mahratta railway.

(iv) *Terms of working*.—The working expenses of the entire system of railways worked by the Company (including this railway) are divided between this railway and the other railways worked, in proportion to their gross receipts. This railway's share of the working expenses is retained from its gross receipts, plus 1 per cent. of the latter as a contribution to the Southern Mahratta railway Provident Fund. The residue is paid to Government.

(v) *Rates and fares*.—To be fixed from time to time by the Company with the approval of Government.

5. Hindupur (Yesvantpur-Mysore Frontier) and Birur-Shimoga railways.—

(a) The Hindupur and Birur-Shimoga railways are worked under the following contract.—

Contract of—2nd December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working and maintenance.

(b) The general conditions of the contract are as follows —

(i) *Government aid*.—The lines are the property of the Mysore State.

(ii) *Currency of contract*.—Either party may determine the contract, on giving twelve months' notice, on the 31st December 1904, or on the 1st January or 1st July in any year thereafter. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the contract, the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway at a valuation.

(iii) *Terms of working*.—The working expenses of the system are divided between these railways and the others, comprising the system in proportion to their gross earnings. The company retain the share attributable to these lines, plus 1 per cent. of the gross earnings as a contribution to the Southern Mahratta railway Provident Fund, and pay the residue to the Mysore Durbar.

(iv) *Rates and fares*.—To be fixed from time to time by the Company with the approval of Government.

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APPEN*History of railways constructed and in progress*

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
21 (a)	SOUTHERN MAHRATTA SYSTEM—continued.				
	Brought forward . . . . .	...	...	...	1,338.40
21 (c)	GUNTAKAL-MYSORE FRONTIER — (3' 3½" gauge.)				
	Guntakal to Dharmavaram	June '89	1-3-92	62.95	
	Dharmavaram to Hindupur	26-1-91	23-4-93	49.28	
	Hindupur to Mysore Frontier	August '91	17-9-93	7.27	
	TOTAL, GUNTAKAL-MYSORE FRONTIER . . . . .	...	...	...	119.50
21 (d)	HINDUPUR (YESVANTPUR-MYSORE FRONTIER)— (3' 3½" gauge.)				
	Yesvantpur to Dodballapur	} March '90 {	15-12-92	19.93	
	Dodballapur to Mysore Frontier		17-9-93	31.42	
	TOTAL, HINDUPUR . . . . .	...	...	...	51.35
21 (e)	BIRUR-SHIMOGA— (3' 3½" gauge.)				
	Birur to Shimoga	12-8-96	1-12-99	37.92	
	TOTAL, BIRUR-SHIMOGA . . . . .	...	...	...	37.92
21 (f)	KOLHAPUR— (3' 3½" gauge.)				
	Kolhapur to Miraj	February '88	21-4-91	20.27	
	TOTAL, KOLHAPUR . . . . .	...	...	...	20.27
21 (g)	MYSORE-NANJANGUD— (3' 3½" gauge.)				
	Mysore to Nanjangud . . . . .	...	1-12-91	14.90	
	Nanjangud station to Nanjangud town . . . . .	...	12-7-99	0.76	
	TOTAL, MYSORE-NANJANGUD . . . . .	...	...	...	15.66
	GRAND TOTAL, SOUTHERN MAHRATTA SYSTEM . . . . .	...	...	...	1,592.10

on the 31st December 1901, alphabetically arranged.

REMARKS.

6. Kolhapur railway.—

(a) The Kolhapur railway is worked under the following contract —

Contract of—17th July 1891 (between the Kolhapur Darbar and the Southern Mahratta Railway Company) for working and maintenance.

(b) The general conditions of the contract are as follows —

(i) *Government aid*.—The line is the property of the Kolhapur State.

(ii) *Currency of contract*.—The contract may be terminated, upon six months' notice, by either party.

(iii) *Terms of working*.—The working expenses of the system are divided between these railways and the others comprising the system in proportion to their gross earnings. The Company retain the share attributable to these lines, plus 1 per cent. of the gross earnings as a contribution to the Southern Mahratta railway Provident Fund, and pay the residue to the Mysore Durbar.

(v) *Rates and fares*.—The same as in force on the Southern Mahratta railway.

7. Mysore-Nanjangud railway.—

(a) The Mysore-Nanjangud railway is worked under the following contract —

Contract of—14th December 1890 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working.

(b) The general conditions of the contract are as follows —

(i) *Government aid*.—The line is the property of the Mysore State.

(ii) *Currency of contract*.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, this agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination, the Company make over to the Mysore Government the railway and works and pay to the Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. The working stores, if mutually agreed, to be taken over by the Mysore Government at a valuation.

(iii) *Terms of working*.—After deduction of expenditure on new minor works, which is debited to each railway direct, from the total working expenses of the Company's railway system, the balance is divided between the Nanjangud railway and the other railways comprised in the Company's system in the proportion which the gross receipts of the Nanjangud railway bear to the gross receipts of such other railways, and the sum so ascertained, together with cost of new minor works, representing the working expenses of the Nanjangud railway are retained by the Company and the residue paid to the Mysore Government.

(v) *Rates and fares*.—To be fixed by the Company with the approval of Government.

8. General remarks.—The Southern Mahratta railway has running powers over 2.99 miles of the North-East line, Madras railway, from Tadepalli to Biznada.

9. Details of construction.—

(a) *Permanent-way*—

Southern Mahratta railway.—The permanent-way consists of 41½ lb. steel rails on wooden and steel sleepers, except for the portion from the Portuguese Frontier to Castle Rock which is laid with 62 lb. rails. A portion of the line is being relaid with 50 lb. rails.

Mysore section, Birnur-Shimoga and Mysore-Nanjangud railways.—The permanent-way consists of 41½ lb. steel rails laid on Mysore teak sleepers.

Guntakal-Mysore Frontier and Kolhapur railways.—The permanent-way consists of 41½ lb. flat-footed steel rails laid on steel sleepers.

Hindupur railway.—The rails used are of the State railway type, weighing 50 lb. to the yard, on the ghât section, 11 miles in length, and 41½ lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout.

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History of railways.

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History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage: Miles.	Total. Miles.
21 (a)	SOUTHERN MAHRATTA SYSTEM—concluded.				
7 (b)	SOUTHERN PUNJAB (DELHI-SAMASATA). (See North Western system.)				
23 (b)	TANJORE DISTRICT BOARD (MAYAVARAM-MUTUPET RAILWAY)— (See South Indian system.)				
9 (b)	TAPTI VALLEY. (See Bombay, Baroda and Central India system.)				
27 (a)	TARAKESHWAR-MAGRA LIGHT — (2' 6" gauge). Tarakeshwar to Basua Basua to Magra TOTAL TARAKESHWAR-MAGRA	18-12-91	7-11-04 8-3-95 ...	12-50 18-62 .	31-12
1 (d)	TARKESSUR— (See East Indian system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

9. Details of construction—*concl'd.*(b) *Ballast*.—The system is ballasted throughout.(c) *Tunnels*.—The following are the important tunnels of 500 feet length and over.—Castle Rock (between Dadrajar and Castle Rock), 1,242 feet, Nandiconama (between Chelama and Diguva-metta), 1,527 feet; tunnel at mile 265½, 560 feet, tunnel No. 1 (between Phursangi and Alandi), 536 feet; tunnel No. 2 (between Rajiwadi and Alandi), 630 feet, and tunnel at mile 214½ (between Wathar and Adhorki), 500 feet. There are two other tunnels aggregating 684 feet in length.(d) *Bridges*.—The important bridges of 1,000 feet length and over are as follows.—Tungabhadra (between Munahad and Hospet), 38 spans of 60 feet; Hagari (between Bellary and Hagari), 34 spans of 64 feet; Kistna (between Kudchi and Shedhal), 14 spans of 150 feet; Ghatprabha (between Dhupdhal and Gokak Road), 45 spans of 40 feet; Malprabha (between Alur and Badami), 12 spans of 100 feet; Kistna (between Sitimani and Alimati), 21 spans of 150 feet; Bherwa (between Lachyan and Tadval), 14 spans of 150 feet; Wardha (between Hattimattur and Karajgi), 15 spans of 60 feet; Tungabhadra (between Chalgeri and Hanthar), 10 spans of 60 feet; Pennar (between Khadarpett and Kalluru), 11 spans of 150 feet, Rapthad (between Anantapur and Kandukur), 14 spans of 64 feet; Cauvery (between French Rocks and Seringapatam), 9 spans of 30 feet, and 24 spans of 27½ feet; Cauvery (between Seringapatam and Pa-cham-vahini), 13 spans of 30 feet, and 16 spans of 27½ feet and Dhorabavi viaduct (between Chelama and Diguva-metta), 1 span of 250 feet, 2 spans of 150 feet and 1 span of 60½ feet.(e) *Fencing*.—The system is only partially fenced, except the Hindupur railway, which is fenced throughout.(f) *Curves*.—The sharpest curves vary from 600 feet to 955 feet radius.(g) *Gradients*.—Of a total open mileage of 1,592.0 miles on the system 576.20 miles are on a gradient of 1 in 100, or steeper.

1. Tarakeshwar Magra Light railway—

(a) The Tarakeshwar-Magra Light railway is maintained and worked on the terms in Bengal Government, Public Works Department, Notification No. 1 of the 4th January 1896 under the following agreement:—

Agreement of—15th October 1895 (between the District Board of Hooghly and the Bengal Provincial Railway Company).

(b) The general conditions are as follows:—

(i) *Currency of contract*.—In the event of the District Board wishing to purchase the railway at the end of 21 years, under the provisions of section 41 of the Bengal Tramways Act, 1883, the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.(ii) *Terms of working*.—The line is worked by the owning Company.(iii) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates.(iv) *General remarks*.—On the 13th January 1899 the Indian Railways Act IX of 1890, except section 135, was applied to the line.

2. Details of construction—

(a) *Permanent-way*.—The permanent-way consists of flat-bottomed steel rails, weighing 30 lb. to the yard, laid on patent steel sleepers for 10 miles and pyinkado wood sleepers for the remainder.(b) *Ballast*.—The line is laid with sand ballast and brick boxing.(c) *Fencing*.—The line is partially fenced.(d) *Curves*.—The sharpest curve is of 955 feet radius and is 0.18 mile in length.(e) *Gradients*.—Of a total open mileage of 31.12 miles, 0.49 mile is on a gradient of 1 in 350, which is the steepest gradient on the line.

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Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
29 (a)	TEZPUR-BALIPARA LIGHT— (2' 6" gauge).				
	Tezpur ghat to Bindukuri	Oct. 1894	9-8-94	8'10	
	Bindukuri to Balipara		1-9-95	12'00	
	TOTAL, TEZPUR-BALIPARA . . . . .	...	...	...	20'10
34 (r)	THATON-DUYINZAIK LIGHT — (2' 6" gauge)				
	Thaton to Duyinzai	18'3	11-2-85	7'76	
	TOTAL, THATON-DUYINZAIK . . . . .	...	...	...	7'76
23 (b)	TINNEVELLY-QUILON (TRAVANCORE BRANCH) (Native State section:— (See South Indian system.)				
16 (b)	TIRHOOT— (See Bengal and North-Western system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Tezpur-Balipara Light railway.—

(a) The Tezpur-Balipara Light railway is maintained and worked under—

Terms—contained in notification issued by the Chief Commissioner of Assam under No. 33 of 1st June 1895.

(b) The general conditions are as follows:—

(i) *Government aid*.—Land alone was provided free of cost.

(ii) *Currency of terms*.—The Secretary of State can, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract, and take over the railway with all its equipments, buildings and property, upon giving 12 months' previous notice, and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent. over and above such value.

(iii) *Terms of working*.—The line is worked by the owning Company.

(iv) *Rates and fares*.—Certain rates and fares have been fixed.

(v) *General remarks*.—On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

2. Details of construction.—

(a) *Permanent-way*.—The permanent-way consists of flat-bottomed steel rails, weighing 30 lb. to the yard, laid on uriam and nabor sleepers, 2,200 to the mile.

(b) *Ballast*.—The line is unballasted.

(c) *Fencing*.—The line is fenced round stations only.

(d) *Curves*.—There are two curves of a radius of 500 feet on the first mile, the lengths of which are 294 feet and 450 feet, respectively. In station yards the minimum radius is 300 feet.

(e) *Gradients*.—Of a total open mileage of 20.10 miles, 1.76 miles are on a gradient of 1 in 125 or steeper.

1. Thaton-Duyinzaik Light railway.—

(a) The Thaton-Duyinzaik Light railway is worked under the following contract.—

Contract of—10th January 1884, (between the Secretary of State and G. E. L. Dawson, Esq., of Rangoon) for construction and working.

(b) The general conditions of the contract are as follows:—

(i) *Government aid*.—The line receives a subsidy of Rs. 100 per mensem.

(ii) *Currency of contract*.—The contract is in force for a period of 99 years. After the railway has been open for 30 years, and thereafter at intervals of 10 years, the Secretary of State can terminate the contract and take over the railway, upon giving 12 months' notice, and paying the value of the permanent-way, buildings and rolling-stock, together with a bonus of 25 per cent. on the value. Government may also determine the contract, if the railway is not worked for six consecutive calendar months or if the promoter fails to carry out the agreement.

(iii) *Terms of working*.—The railway is worked and maintained by the promoter.

(iv) *Rates and fares*.—Certain maxima have been fixed within which the promoter is permitted to vary the rates.

2. Details of construction.—

(a) *Permanent-way*.—The rails are steel, Vignole's section, and weigh 20 lb. to the yard; the sleepers are of steel and wood.

(b) *Ballast*.—The line is ballasted.

(c) *Fencing*.—The line is unfenced.

(d) *Curves*.—The total length of curves under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.

(e) *Gradients*.—Of a total open-mileage of 7.76 miles, 0.81 mile is on a gradient of 1 in 80 or steeper.

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. "	Total.
19 (a)	UDAIPUR-CHITOR— (3' 3½" gauge.)			Miles.	Miles.
	Berach near Chitorgarh to Debari near Udaipur . . .	Feby. 1894	1-8-95	60 39	
	Separate station at Chitorgarh	} 2-6-98 {	15-8-98	0'47	
	Debari to Udaipur		25-8-99	44	
	TOTAL, UDAIPUR-CHITOR . . . . .	...	...	...	67'30
9 (κ)	VIJAPUR-KALOL-KADI— (See Bombay, Baroda and Central India system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Udaipur-Chitor railway—

(i) The line is owned and worked by the Udaipur State.

(ii) *General remarks.*—The Udaipur-Chitor railway was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, when the working was taken over by the Meywar Darbar.

2. Details of construction—

(a) *Permanent-way.*—The permanent-way consists of 41½ lb. flat-footed steel rails, 30 feet long, laid on deodar sleepers.(b) *Ballast.*—The ballast consists of broken stone.(c) *Fencing.*—The line is fenced round stations only.(d) *Curves.*—On the Berach-Debari section, the sharpest curve is of 1,145 feet radius and is 0·54 mile in length; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile the sharpest curve has a radius of 820 feet and is 0·16 mile in length.(e) *Gradients.*—Of a total length of 67·30 miles, 2·14 miles are on a gradient of 1 in 100, or steeper.

History of railways constructed and in progress

Class. N ^o .	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
19 2 (a)	WEST OF INDIA PORTUGUESE— (3' 3 1/2" gauge.)				
	Mormugao to Sonauli.	18-4-88	17-1 87	41'00	
	Sonauli to the Portuguese frontier		3-2-88	10 11	
	TOTAL, WEST OF INDIA PORTUGUESE . . . . .	...	...	...	51'11

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. West of India Portuguese railway—

(a) The West of India Portuguese railway is worked under the following contracts:—

Contract of—18th April 1881, modified by the contract of 19th December 1893 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

28th June 1893 (between the Southern Mahratta Railway Company and the West of India Portuguese Railway Company) for working the portion of the line between the Portuguese Frontier and Castle Rock.

(b) The general conditions of the contracts are as follows:—

(i) *Government (Portuguese) aid*.—Five per cent. per annum is guaranteed on £ 800,000 and 6 per cent. on £ 550,000.(ii) *Currency of contracts*.—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent. added thereto, together with the then value of rolling stock, machinery, station appliances and stores. The contract of 1893, between the Southern Mahratta and West of India Portuguese Railway Companies is to continue in force, subject to amendment or determination on twelve months' notice by either party.(iii) *Power of Company to surrender contract*.—The Company can at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on their capital. On surrender of the contract, the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent. of such expenditure, and also purchase the rolling-stock, machinery, etc., at a valuation.(iv) *Terms of working*.—The net earnings to be applied—In payment of working expenses in excess of earnings in the previous year, in payment of a contribution sanctioned by the Portuguese Government towards a reserve fund, in payment of the guaranteed dividends on the capital of the Company and in payment of the residue to the Portuguese Government and the Company in equal proportions.

By agreement with the Southern Mahratta Railway Company for working the ghât section and Castle Rock station, the maintenance charges are borne by each railway within its own limits. The locomotive expenses are debited with 6½ per cent. per annum on the cost of all buildings and works, and with 9 per cent. on savings, the total being divided between the two railways in proportion to the number of engines of each stationed at Castle Rock. The Southern Mahratta railway furnish 3 ghat engines which will not perform more than ½ of the total ghât engine-mileage, and if this is exceeded, the Southern Mahratta railway receive 8 annas per excess engine-mile. The Southern Mahratta railway pay the West of India Portuguese railway for haulage of the Southern Mahratta railway trains between Castle Rock and the Frontier, a sum calculated on the actual Southern Mahratta railway train-mileage at the West of India Portuguese railway average rate for train staff expenses per train-mile.

(v) *Rate and fares*.—The maxima to be fixed by the Portuguese Government within the maxima in force on the Great Indian Peninsula railway, and not to be raised without the consent of that Government.

The shipping and port charges to conform with those in force under the Bombay Port Trust and not to exceed those charges without the mutual consent of the British and Portuguese Governments.

(vi) *General remarks*.—The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West coast.

2. Details of construction.—

(a) *Permanent way*.—The permanent-way throughout is of 62 lb. State railway type with ten sleepers to the rail. The sleepers used are creosoted pine, sal, teak and jamba.(b) *Ballast*.—The line is ballasted with laterite and blue stone.(c) *Tunnels*.—There are 12 tunnels and 2 covered ways, 5 of which are over 500 feet in length.(d) *Fencing*.—The line is partially wire-fenced.(e) *Curves*.—The sharpest curve is of a radius of 720 feet.(f) *Gradients*.—Of a total open mileage of 51·11 miles, 38 miles are on a gradient of 1 in 100, and 13 miles (ghats) on a gradient of 1 in 40.

APPENDICES
of
IMPORTANT DOCUMENTS.

APPENDIX A.

Memorandum, dated 19th March 1902, by the Honourable Mr. A. T. Arundel, C.S.I., I.C.S., on the anticipated capital expenditure on railways for the year 1902-1903.

In preparing the programme of anticipated railway capital expenditure for the year 1902-1903 I have kept the same classification as was adopted by my predecessor, Sir A. Trevor, last year. The proposed allotments for open lines (a) are first shown, including the provision of rolling-stock, and the other requirements for the maintenance and development of traffic; (b) next the funds necessary for the steady prosecution and early completion of lines already in progress; and finally (c) the amounts to be allotted for the construction of new lines.

Statement A shows these figures to be as follows :—

	Budget for 1902-1903 (1900 omitted)
	Rs
(a) Open lines and rolling-stock	5,50,82
(b) Lines already under construction	4,54,76
	10 05,58
(c) New lines proposed to be begun in 1902-1903 .	94,42
	11,00

As explained by Sir A. Trevor last year, the principle followed has been that the amount required to meet the needs of open lines should be regarded as a first charge upon the money available for railway purposes; and that every effort should be made to provide in full for all demands arising out of the development of existing traffic, that next in order, provision should be made for the steady prosecution and early completion of lines in progress; and lastly, that provision should be made for undertaking new projects so far as the State is able to find money to complete them without financial embarrassment to the Government.

2. It will be seen that Statement A as now drawn up differs from Statement A of last year in omitting forecast figures for 1903-1904 and 1904-1905.

The reason for this change is that the figures are unavoidably misleading. It will be seen by a reference to last year's Statement A that the total "Forecast of Capital Expenditure on Railways" was as follows :—

1901-1902	1902-1903	1903-1904
Rs.	Rs.	Rs.
10,32,14	6,84,13	5,28,31

But these rapidly diminishing figures did not at all mean that the total expenditure on railways would thus dwindle in 1902-1903 and 1903-1904. The amounts fell, because, in the absence of information as to the total amount that might be available for railway purposes generally in the next two years, it was impossible to say what new works could be undertaken in those two years, and consequently the figures only included the work which had already actually begun, or on which Government has actually incurred liabilities.

In the present statement therefore no detailed figures are given of the probable expenditure on railways in the years 1903-1904 and 1904-1905, as any such detail must necessarily be misleading, but it may be remarked there is no reason to suppose that the requirements for works necessary for dealing with existing traffic and the development of railways will be in any degree less in those years than in 1902-1903, on the contrary, it is probable that they will continue to increase year by year.

Appendix A—continued.

Appendix A.
Important
documents.

3. A modification has also been made in Statement B, "new lines to be taken up as funds permit." It has been found that no specified order of urgency can be strictly adhered to, and the new lines have therefore been grouped geographically. The foregoing changes merely adapt the statements more nearly to actual facts, and give form (paragraph 4) to Sir A. Trevor's intimation that, except in so far as it embodies the actual Budget provisions for the year next ensuing, the whole programme is provisional and liable to reconsideration.

4. Turning to the details of the year just closing, I note that the amount originally proposed for expenditure on Railway construction in 1901-1902 was Rs. 9,25,00,000, which was afterwards raised by supplementary grants to Rs. 10,32,44,000. There has, however, been a large lapse on this grant of about Rs. 93,89,000 owing to short outlay in England against the sums set aside for the purchase of rolling stock, stores, etc.

A portion of this has been utilized in commencing construction works on the Allahabad-Fyzabad and Jech-Doab railway, the Dhanbaid Chord and other lines in the Jherriah Colliery and the Kabul River Bridge. These lapses, however, cannot be foreseen until it is too late in the year to do much towards utilizing them by increased expenditure in India.

5. After providing for the requirements of "open lines" and "lines under construction," the programme for "new construction" provides for an expenditure of Rs. 1,80,68,000 in the forthcoming year on the following 12 projects :—

1. Allahabad-Fyzabad.
2. Jech-Doab.
3. Bengal-Nagpur, Jherriah and Grand Chord link.
4. East Indian railway, Grand Chord and Colliery lines.
5. Godhra-Baroda Chord.
6. Azhikal-Mangalore.
7. Henzada-Kyangin.
8. Ranaghat-Moorshedabad.
9. Lower Sind Extensions.
10. Rewari-Phulera Chord.
11. Indus Bridge (Khushalgarh).
12. Other military lines.

Owing to the lapses on the grant referred to above, it has been found possible to put in hand the first four projects during the current year, and the allotment now made of 130 lakhs will enable these lines to be carried on with energy.

It is intended to proceed with the next four projects during the approaching working season, so that full provision has been made for eight out of the twelve.

The remaining four will be held in abeyance at present, pending the usual consideration of the financial position next autumn, as it is not desirable to embark on new lines unless they can be carried to completion within a reasonable time.

6. In last year's memorandum it was said that owing partly to the unfortunate continuance of famine conditions during the earlier months of the year 1900-1901, and partly to the movement of an unusually heavy crop of rice in Burma and of cotton in Bombay, a surplus of about 23½ lakhs was expected in the railway revenue account of the year. This expectation has been more than fulfilled, the surplus amounted to over 48½ lakhs.

The estimates for 1901-1902 allowed for a deficit of about 24½ lakhs on the assumption that the ordinary improvement to be expected from general development of traffic and from additions to the open mileage would be counterbalanced by the loss of the specially heavy traffic due to famine. The revised estimates, however, anticipate a surplus of nearly 1½ crores. This result is due chiefly to the large development of both passenger and goods traffic attendant on the return of more favourable seasons, but also in some degree to the continuance of the special famine traffic. The estimates for 1902-1903 anticipate a surplus of about 44½ lakhs.

Appendix A:
Important
documents.

Appendix A—continued.

7. The subjoined table shows the progress made in the development of railway communication, including lines financed by Native States or Companies outside the programme, during the year 1901-1902 :—

Year.	MILEAGE.				
	AT COMMENCEMENT OF YEAR.			DURING THE YEAR.	
	Opened.	Commenced, but not open.	Sanctioned, but not commenced.	Opened or likely to be opened.	Sanctioned.
1901-1902	25,072	1,863*	242	457	633

* Of which 861 miles will probably be ready for opening in 1902-1903.

8. Statement C shows the lines under negotiation for construction by private agency.

9. Statement D is a memorandum on the construction of railways. It shows that, after making allowance for corrections of mileage, the total length of open line will be 25,528·88 miles ; of which there will be,—

	Miles.
Broad gauge	14,089
Metre gauge	10,725
2' 6" and 2' 0" gauges	715
TOTAL	25,529

The mileage under actual or impending construction on the 1st April this year is 2,284·27 miles.

The number of miles completed during 1901-1902 was 459.

STATEMENT A.

STATEMENT

OF

**Anticipated Capital Expenditure on Railways, Open or under Construction,
for the year 1902-1903.**

Branch lines under Rebate terms are excluded.

Appendix A—continued.
Capital Expenditure on Railways—1902-1903.
(OMITTING 000.)

No.	Railway.	Grants allotted for 1902-1903.	Distribution of Grants during 1902-1903.
		Rs.	Rs.
OPEN LINES.			
By State Agency.			
1	Eastern Bengal .. .	36,76	59,38
2	Oudh and Rohilkhand .. .	13,03	44,01
3	North Western . . .	55,66	49,10
4	Warren Colliery . . .	—60	—35
5	Stores and Reserve . . .	...	25,03
6	Peshawar Railway Reserve . . .	2,00	...
7	Hyderabad-Raholi Section .. .	8	...
Total Open Lines by State Agency		1,06,93	1,41,15
By the Agency of Main Line Companies.			
8	East Indian . . .	1,19,29	1,46,53
9	Rajputana-Malwa . . .	14,88	34,40
10	Tirhoot . . .	5,10	10,45
11	South Indian . . .	4,50	8,10
12	Great Indian Peninsula . . .	8,16	2,30
13	Madras Railway—North-East Line	—8,00	25,25
14	Bezwada Extension . . .	8	8
15	Guntakal-Mysore Frontier .. .	...	10
16	Bhopal	1,83	3,65
17	Palampur-Terna	8	1
Total Open Lines by Agency of Main Line Companies		1,45,66	2,35,97
Carried over		2,52,79	4,17,12

Appendix A—continued.
Capital Expenditure on Railways—1902-1903—contd.

(OMITTING 000)

No.	Railway.	Grants allotted for 1901-02.	Distribution of Grants during 1902-03
	OPEN LINES—contd.	Rs.	Rs.
	Brought forward	2,52,79	4,17,12
	AGAINST THE CAPITAL ACCOUNTS OF THE OLD GUARANTEED RAILWAY COMPANIES.		
18	Madrass	22,15	22,75
19	Bombay, Ratola and Central India	37,72	16,25
	Total Open Lines old Guaranteed Companies	59,87	39,00
	AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES.		
20	Bengal Central	1,78	2,00
21	Bengal-Nagpur (including the Northern Section of the East Coast Railway)	4,19	16,30
22	Burma	16,31	24,90
23	Indian Midland	25,48	35,80
24	Lucknow-Barcilly	4,00	11,40
25	Southern Mahratta (including Mysore section)	4,36	10,80
	Total Open Lines other Railway Companies	50,85	1,04,70
	TOTAL OPEN LINES—carried over	3,69,61	5,50,82

Capital Expenditure on Railways—1902-1903—contd.

(OMITTING 030)

No.	RAILWAY.				Length.	Amount of estimate or approximate cost	Outlay to end of 1900-01.	Grants allotted during 1901-02.	Distribution of grants during 1902-03.	
					Miles	Rs.	Rs.	Rs.	Rs.	
TOTAL OPEN LINES—brought forward					...	...	...	3,69,61	5,50,83
LINES UNDER CONSTRUCTION.										
By Agency of Main Line Companies.										
26	Tirhoot, Hajipur-Begun Sarai-Katihar extension				158	1,28,57	1,40,73	22,46	11,15	
27	Assam-Bengal ..	(i) Construction chargeable to Part II		...	743	*12,00,00	9,00,12	71,55	61,74	
		(ii) Land chargeable to Part I		...						
		(iii) Chittagong jetties		...						
28	East Indian	Mughal Serai-Diya		...	126	1,01,02	35,61	38,31	{	
		Dehri-Dalkongaj		...	78	70,55				6,23
		Grand Chord		...	99	1,11,14				
		Colliery Sidings		...	14	8,80					5,99
29	Madura-Pamban ..				91	68,00	17,01	31,10	15,00	
30	Tinnevely-Quilon, British Section				50	45,06	10,25	17,13	9,00	
31	Ditto Native State Section...				58	1,12,65	14,36	38,61	21,00	
TOTAL					1,417	19,51,01	12,14,81	2,12,54	1,59,16	
AGAINST THE CAPITAL ACCOUNT OF THE OLD GUARANTEED RAILWAY COMPANIES.										
32	Calicut-Cannanore branch, Madras Railway				59	67,55	42,60	27,60	4,00	
33	Azhikal-Mangalore				77	1,08,00	...	...	10,00
34	Godhra-Baroda, B. B. & C. I. R.				44	31,11	...	...	14,00
TOTAL					180	2,10,29	42,60	27,60	24,00	
AGAINST THE CAPITAL ACCOUNT OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES										
35	Bengal-Nagpur	Sini-Midnapur-Cuttack-Calcutta		...	353	8,02,45	7,27,42	1,56,30	1,91,79	
		Raipur-Dumra		...	50	13,64				
		Jubbulpore-Gondia (Nagpur)		...	253	85,11				
		Midnapur-Jheria Extension		...	114	1,07,81				
		Grand Chord link		...	28	31,57				
		Other lines		...	25	18,51				
36	Burma	Mandalay-Kunlon (as far as Lashio)		...	173	2,19,41	2,64,21	36,92	6,00	
		Mektil-Myingyan		...	58	31,55				
		Sagging-Monywa Alam		...	71	33,97				
		Letpadan-Henzada-Burgen Extension		...	100	98,63				
		Henzada-Kyangin		...	60	84,50				
TOTAL					1,304	14,98,29	10,10,53	2,36,50	2,17,39	
Total lines under Construction by Companies, carried over					2,905	36,90,56	22,76,97	4,75,64	4,04,55	
TOTAL OPEN LINES—carried over					...	...	...	3,69,61	5,50,83

* Includes Rs. 4,40,30 from Company's funds.

Appendix A—continued.

Capital Expenditure on Railways—1902-1903—contd.

(OMITTING 000.)

Appendix A.
Important
documents.

No.	Line.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1902-03.	Grants allotted during 1902-03.	Distribution of grants during 1902-03.
		Miles.	Rs.	Rs.	Rs.	Rs.
	Total Open Lines—brought forward	...	...	..	3,69,61	5,50,83
	Total Lines under Construction—brought forward	2,005	30,60,50	22,76,67	4,75,61	4,04,56
	Lines Under Construction—contd.					
	By Branch Line Companies.					
37	Hardwar-Delhra	32	26,05	25,81	42	78
38	Brahmaputra-Sultanpur	60	26,41	24,78	2,08	13
	Total against the Capital Account of Branch Line Companies	92	52,46	50,59	3,50	91
	By the State.					
39	Ghazabad-Moradabad	87	62,71	75,50	7,16	...
40	Godavari Bridge	...	50,70	50,39	—50	...
41	Indus Bridge (Kotri)	...	31,01	27,80	—63	...
42	Jodhpur-Hyderabad (British Section)	78	31,51	19,90	2,25	40
43	Agra-Delhi Canal	121	80,76	1,01	1	...
	Chitpore Extension	...	20,15	...	17,00	18,34
44	Eastern Bengal { Rungpore-Dhulian, etc.	51	45,14	43,68	23,67	8,00
	{ Doubling the line	20	50,30	...	1,50	4,54
45	Nowshera-Dargai	43	22,06	15,00	4,16	2,89
46	Khushalgarh-Kohat and Kohat-Thal	88	50,00	3,75	24,79	14,27
47	Indus Bridge (Khushalgarh)	1	11,67	...	...	2,00
48	Jodhpur-Domb	53	25,70	...	1,20	20,00
49	Allahabad-Fyzabad	97	1,17,00	...	5,00	50,00
50	Ranaghat-Moonshadedabad	96	81,48	...	...	10,10
51	Lower Sind Extension	70	60,00	...	...	2,00
52	Rawari-Phulera	133	53,24	...	...	2,00
53	Military Lines	...	...	...	...	4,68
	Total—Lines under Construction by the State	915	8,37,96	2,14,25	89,40	1,43,72
	Total—Lines under Construction	3,920	48,98,46	25,71,81	5,65,01	5,48,28
	GRAND TOTAL—Open Lines and Lines under Construction	...	...	...	9,34,66	11,01,00

Statement of Capital Expenditure on Railways—1902 1903—concl.

(OMITTING 000.)

No.	RAILWAY.	Distribution of Grants during 1902-03.	
ABSTRACT BY OPEN LINES AND CONSTRUCTION.			
I—CAPITAL FOR OPEN LINES.		Rs.	
i. By State Agency	...	1,81,15	
ii. By agency of Main Line Companies	...	2,25,97	
iii. By agency of old Guaranteed Companies	...	39,00	
iv. By agency of other Railway Companies	...	1,04,70	
v. By agency of Branch Companies	...	...
TOTAL OPEN LINES		5,50,82	
II.—CAPITAL FOR LINES UNDER CONSTRUCTION BY COMPANIES.			
i. By agency of Main Line Companies	...	1,59,16	
ii. By agency of old Guaranteed Railway Companies	...	28,00	
iii. By agency of other Railway Companies	...	2,17,39	
iv. By agency of Branch Line Companies	...	91	
TOTAL LINES UNDER CONSTRUCTION BY COMPANIES		4,05,46	
III.—CAPITAL FOR LINES UNDER CONSTRUCTION BY THE STATE		1,94,72	
GRAND TOTAL		11,00,00	
ABSTRACT SHOWING DISTRIBUTION BY FUNDS.			
I.—From Imperial Funds.	(i) By State Agency	{ (a) Open Lines ... 1,81,15 (b) Construction ... 1,43,72 Total ... 3,24,87	
	(ii) By the Agency of Main line Companies.	{ (a) Open lines ... 2,25,97 (b) Construction ... 1,59,16 Total ... 3,85,13	
	TOTAL I		7,10,00
	II.—Against the Capital Accounts of the old Guaranteed Railway Companies.		{ (a) Open Lines ... 39,00 (b) Construction ... 28,00 TOTAL II ... 67,00
III.—Against the Capital Accounts of Indian Railway Companies other than the old Guaranteed Railway Companies.		{ (a) Open Lines ... 1,04,70 (b) Construction ... 2,17,39 TOTAL III ... 3,22,09	
IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government Guarantee.		{ (a) Open Lines ... (b) Construction ... 91 TOTAL IV ... 91	
TOTAL I to IV		{ (a) Open Lines ... 5,50,82 (b) Construction ... 5,49,18 GRAND TOTAL ... 11,00,00	

Appendix A—continued.

Appendix A.
Important
documents.

STATEMENT B.

List of new lines to be taken up as funds permit with the estimated yearly provision required to ensure an economical rate of progress when once started.

Lakhs of rupees.

AMOUNT EACH YEAR.

	Miles.	Estimated cost.	1st.	2nd.	3rd.	4th.	Future.
		Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lakhs.
EAST INDIAN RAILWAY SYSTEM—							
Grand Chord	99	141	28	00	53	...	...
Bankura-Calcutta	96	110	10	50	50	...	...
Shikohabad-Farukhabad	68	45	10	35	...	...	...
Hoochly-Cuttwa	65	61	4	30	30	...	...
BENGAL-NAGPUR RAILWAY SYSTEM—							
Vijayagram-Raipur	310	250	10	60	60	60	60
EASTERN BENGAL STATE RAILWAY—							
Quadrupling Eastern Bengal State Railway	20	40	10	10	20	...	...
Ganges Bridge at Sara (or elsewhere) ... ..	...	100	5	25	50	20	...
Dhulian-Gaighati	131	163	15	50	50	50	...
BENGAL AND NORTH-WESTERN RAILWAY—							
Katihar-Godhuma or Sara (exclusive of Ganges bridge)	187	155	15	50	50	40	...
Minor feeder lines to Tirhut State Railway	160	120	20	40	40	30	...
ODISHA AND RAJASTHAN RAILWAY—							
Bamali-Ratan	63	51	10	20	24	...	...
Allahabad-Jaipur	62	48	10	30	8	...	...
Minor feeder lines to Odisha and Rajasthan Railway	100	50	10	20	20	...	...
NORTH WESTERN RAILWAY—							
Lower Sind Extension	76	61	3	30	29	...	...
Indus Bridge (Khushalpur) ... ..	...	12	2	10	...	...	...
Conversion Khushalpur-Kohat Railway to 5' 6" gauge	91	15	5	10	...	...	...
Jhel Damb Railway (Southern Section)	102	51	4	30	20	...	...
Minor feeder lines to North Western Railway	100	50	10	20	20	...	...
BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—							
Rewari-Phulera	133	53	3	30	20	...	...
Baran-Ajmer-Narwar	213	135	10	48	48	23	...
Bombay-Kutch connection	275	340	10	30	30	30	240
Nagda-Baran-Mutta (or Dandikui)	355	350	10	50	90	90	110
GREAT INDIAN PENINSULA RAILWAY—							
Agre-Delhi	121	90	5	40	45	...	...
Minor Feeder lines to Great Indian Peninsula Railway	00	30	5	15	10	...	...
MADRAS RAILWAY—							
Azhikal-Mangalore	78	100	10	30	40	20	...
Coonoor-Ootacamund	12	19	9	10	...	...	...
Minor Feeder (or famine) lines	186	40	10	10	10	10	...
SOUTHERN Mahratta and SOUTH INDIAN RAILWAYS—							
Trichinopoly-Tirukonjur	97	75	10	35	30	...	...
Nanjangud-Erode	120	123	28	50	50	...	...
BURMA RAILWAY—							
Heenada-Kyangin	66	55	15	30	10	...	...
Pegu-Moulmein	70	75	5	40	30	...	...
Sagaing Bridge ... ..	...	50	10	25	15	...	...
TOTALS	2,524	3,078	...	...	...	...	...

Appendix A.
Important
documents.

Appendix A—continued.

STATEMENT C.

Statement showing the lines of railway proposed, or which were or are the subject of negotiations for construction by private companies.

No.	Name of Railway.	Length.	Estimated cost.	REMARKS.
			Rs.	
MADRAS—				
1	Kurnool Road (Dhone)-Kurnool ...	32	9,88,000	} Negotiations concluded. Signing of contract awaited.
2	Bezawada-Masulipatam ...	50	53,50,000	
3	Vizianagram-Raypur with Sointilla Branch ..	359	2,41,04,780	Negotiations in progress.
HYDERABAD—				
4	Raichur-Wondalli ...	43	12,53,300	Negotiations concluded.
BOMBAY—				
5	Nadiad-Kapadvanj ...	22	15,10,000	Negotiations fallen through.
6	Sabarmati-Dhulka ...	33	13,97,808	Work authorized.
RAJPUTANA—				
7	Bikan-Merwar ...	213	1,35,00,000	Negotiations in progress.
U. P. OF AGRA AND OUDH—				
8	Fatehpur-Markundi ...	11	42,70,000	Under consideration.
PUNJAB—				
9	Kangra Valley ...	87	66,00,000	Concession recommended to Secretary of State.
10	Jullundur-Hoshiarpur ...	21	11,71,100	Negotiations in progress.
11	Amritsar-Tarn Taran-Patti ...	30	17,21,300	Concession granted, but floating of company deferred owing to unfavourable state of money market.
BENGAL—				
12	Kusumunga-Kotechandpur-Magura ...	64	40,94,494	} Under consideration.
13	Phulbari-K. mjha ...	13	4,41,745	
14	Akhaura-Dharab Bazar ...	19	16,18,000	Negotiations in progress.
15	Laksm-Nookhal ...	30	23,40,000	Work authorized.
16	Chandipur-Taki ...	38	20,00,000	} Concession lapsed.
17	Waghulpur-Bansi-Baidyanath ..	69	65,31,000	
18	Hughly-Cutwa ..	65	63,11,900	Negotiations in progress.
ASSAM—				
19	Tilgaon-Sylhet ...	39	38,00,000	Negotiations in progress.

Appendix A—continued.

Appendix A.
Important
documents.

STATEMENT D.

Memorandum on the construction of railways.

At the commencement of 1901-1902, i.e., on the 1st April 1901, the total length of railways open for traffic was 25,072.46 miles made up as follows:—

	Miles.	Miles.
5' 6" gauge—		
(i) State lines worked by companies ... 6.	41	
(ii) State lines worked by the State ...	4,450.12	
(iii) Guaranteed companies ...	1,305.32	
(iv) Assisted companies ...	874.05	
(v) Lines owned by native states and worked by companies ...	703.93	
(vi) Lines owned by native states and worked by State railway agency ...	122.07	
		13,904.40

3' 3½" gauge—	
(vii) State lines worked by companies ...	7,459.72
(viii) State lines worked by the State ...	660.29
(ix) Assisted companies ...	419.25
(x) Lines owned by native states and worked by companies ...	611.98
(xi) Lines owned and worked by Native States ...	1,134.77
(xii) Foreign lines ...	73.61
	10,368.62

Special 2' 6" and 2' 0" gauges—	
(xiii) State lines worked by companies ...	56.24
(xiv) State lines worked by the State ...	70.25
(xv) Assisted Companies ...	192.50
(xvi) Lines owned by native states and worked by companies ...	212.31
(xvii) Lines owned by native states and worked by State railway agency ...	33.78
(xviii) Lines owned and worked by native states ...	94.36
	689.44

TOTAL 25,072.46

	Miles.	Miles.
East Indian	1,227.67	
Bengal Central (a)	125.01	
Bengal Nagpur	1,225.01	
Indian Midland	(b) 704.25	
Great Indian Peninsula	(c) 1,537.09	4,837.01
Shoolieganj (British section)	(d) 12.11	
Godavari-Buldhana	(e) 141.14	
Bombay-Bombay (East Coast State)	(f) 21.00	
Madras railway, North-East line	(g) 610.58	
North-Western, including Ferozepore-Bhatinda section	(h) & (i) 3,077.11	
Hyderabad-Adilabad	(j) 11.84	
Coast and Rohilkhand	1,487.00	4,430.12
Calcutta Port Commissioners'	20.00	
Bombay, Baroda and Central India	697.01	
Madras	814.25	1,305.32
Delhi-Umballa-Kalka	(k) 102.24	
Tarapur	(l) 25.22	
South Bihar (Lucknow-Ghazipur)	(m) 74.78	
South Punjab (Delhi-Bathinda)	(n) 423.00	874.05
Hardwar-Dehra	(o) 31.01	
Tapti Valley	(p) 158.15	
Khamgaon	(q) 7.05	
Amroha	(r) 11.11	
Bina-Bina-Parda	(s) 148.00	
Bhopal-Bhopal	(t) 121.27	
Bhopal-Bhopal Native State section	(u) 14.24	703.93
The Nizam's Guaranteed State	(v) 38.14	
Nagda-Bhopal	(w) 11.24	
The Lucknow's Parda	(x) 11.24	
Kolar-Goldfield	(y) 10.00	
Belapur-Bhatinda	(z) 107.05	122.07
Jammu and Kashmir (Native State section)	(aa) 12.93	
Bengal and North-Western—		
Tripura section	507.71	
Company's section	744.00	
Lucknow-Batavia section (Rohilkhand and Kumaon)	(ab) & (ac) 1,011.11	
Malabar-Malabar	(ad) 17.24	
Malabar-Malabar	(ae) 102.44	
Southern Mahratta	(af) 114.70	7,459.72
Madakas-Mysore frontier	(ag) 20.00	
Mysore section (Southern Mahratta)	(ah) 14.01	
North Indian	(ai) 54.00	
Mayapur-Madras	(aj) 54.00	
Assam-Bangal	(ak) 1,121.00	
Bur	(al) 1,121.00	
Madakas-Mysore British section	(am) 1,121.00	
Madakas-Mysore frontier	(an) 1,121.00	
Madakas-Mysore frontier	(ao) 1,121.00	
Madakas-Mysore frontier	(ap) 1,121.00	
Madakas-Mysore frontier	(aq) 1,121.00	
Madakas-Mysore frontier	(ar) 1,121.00	
Madakas-Mysore frontier	(as) 1,121.00	
Madakas-Mysore frontier	(at) 1,121.00	
Madakas-Mysore frontier	(au) 1,121.00	
Madakas-Mysore frontier	(av) 1,121.00	
Madakas-Mysore frontier	(aw) 1,121.00	
Madakas-Mysore frontier	(ax) 1,121.00	
Madakas-Mysore frontier	(ay) 1,121.00	
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Madakas-Mysore frontier	(bp) 1,121.00	
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Madakas-Mysore frontier	(iv) 1,121.00	
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Madakas-Mysore frontier	(ix) 1,121.00	
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Madakas-Mysore frontier	(jg) 1,121.00	
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Madakas-Mysore frontier	(jp) 1,121.00	
Madakas-Mysore frontier	(jq) 1,121.00	
Madakas-Mysore frontier	(jr) 1,121.00	
Madakas-Mysore frontier	(js) 1,121.00	
Madakas-Mysore frontier	(jt) 1,121.00	

And the mileage under construction or sanctioned for construction on the same date was 2,145.44 miles as follows:—

[illegible]

There was thus a grand total of
railways completed and in hand,
on the 1st April 1901, of miles. 27,217.90

(s) Commencement of work not then authorized.

The total length of open line at the commencement of 1903-1908, i.e., on the 1st April 1903, will, therefore, be 25,528·68 miles, comprising:—

	Miles.	Miles.
<i>U. S. gauge—</i>		
(i) State lines worked by companies ...	6,542.91	
(ii) State lines worked by the State ...	4,397.16	
(iii) Guaranteed companies ...	1,346.32	
(iv) Assisted companies ...	874.65	
(v) Lines owned by native states and worked by companies ...	723.00	
(vi) Lines owned by native states and worked by State railway agency	202.97	
		<u>11,089.01</u>

3' 31" gauge—	
(vii) State lines worked by companies	... 7 561.78
(viii) State lines worked by the State	... 667.26
(ix) Assisted companies	... 465.51
(x) Lines owned by native states and worked by companies	... 706.76
(vi) Lines owned and worked by native states	1 222.77
(xii) Foreign line	7.61
	<hr/> 15,514.99

Special (2° 6° and 7° 0°) material—	
(xiii) State lines worked by companies ...	56 24
(xiv) State lines worked by the State ...	70 00
(xv) Assisted companies ...	1 02 50
(xvi) Lines owned by native states and worked by companies ...	267 31
(xvii) Lines owned by native states and worked by State railway agency ...	33 78
(xviii) Lines owned and worked by native states ...	94 36
<hr/>	
TOTAL	714 88

[illegible]

There was
a railway
on the

[illegible]

- (a) Although for convenience of the public and the railway, this line is the property of the Federal and North-Western Railway Company
- (b) Including 30 1/2 miles of track, 100 and 140 ft gauge between Red Bank and Bhairol, a road over the North-Western and Federal Malwa railways.
- (c) Including 2 miles of line and 107 feet between Agia East Bank and Agia Eastment and in the 3rd gauge.
- (d) Worked by the Southern Malwa Railway Company
- (e) Worked by the Southern and Agia Bank Company
- (f) Worked by the Indapur-Bhauri line
- (g) Excluding 1/2 mile of the Lakhanpur railway between Dalgaria and Akhbar but including the length, Barn Bank to Bhairol, 14.79 miles, and the length over "campare bridge," 11.50 mile, laid on a mixed gauge.
- (h) Worked by the Eastern Punjab State Railway
- (i) Worked by the A. C. C. and Railway and Mining Company
- (j) Worked by the Federal and North-Western Malwa Company
- (k) Including 1/2 mile of Bhauri-Barn Bank station and Jangra quarry line
- (l) Worked by the Bhauri-Barn-Bhauri-Jangra-Pannwar Railway.
- (m) Including 3.90 miles of Padi-Barni Dock estate siding.

Abstract

Appendix A. Important documents.

And the mileage under construction or sanctioned for construction on the 31st March 1902 will be 2,284.27 miles made up as follows:—

Miles. Miles.

		5' 6" gauge—	
		(i) State lines worked by companies	40.91
		(ii) State lines worked by the State	146.07
		(iii) Guaranteed companies	91.70
		(iv) Assisted companies	40.79
			<u>706.47</u>
		3' 6" gauge—	
		(v) State lines worked by companies	739.02
		(vi) State lines worked by the State	30.85
		(vii) Assisted companies	111.46
		(viii) Lines owned by native states and worked by companies	70.14
		(ix) Lines owned and worked by native states	72.83
			<u>1,030.32</u>
		Special (2' 6" and 2' 0") gauge—	
		(x) State lines worked by companies	252.67
		(xi) State lines worked by the State	84.12
		(xii) Assisted companies	119.00
		(xiii) Lines owned by native states and worked by companies	57.69
			<u>517.49</u>
		TOTAL ...	2,284.27
		Making a grand total of railway completed and in hand at the commencement of 1902-1903 of miles ... 27,813.15*	
		And showing, after allowing for corrections of mileage, an advance on the previous year of miles ... 595.2	

(i) Common consent of work not yet authorized.
(ii) Corrected mileage.
(iii) The portion of the Mandalay-Kinlon railway from Lashio to the right bank of the Salween.
(iv) The line 12.27 miles of the Kanna Nughahat section, 2' 6" gauge, converted to the 2' 0" gauge.
(v) Work up to the end of the year 1901.
(vi) The portion of the Mandalay-Kinlon railway from Lashio to the right bank of the Salween.
(vii) The portion of the Mandalay-Kinlon railway from Lashio to the right bank of the Salween.
(viii) The portion of the Mandalay-Kinlon railway from Lashio to the right bank of the Salween.
(ix) The portion of the Mandalay-Kinlon railway from Lashio to the right bank of the Salween.
(x) The portion of the Mandalay-Kinlon railway from Lashio to the right bank of the Salween.

Ad 1—
Patalimodi Light railway originally treated as a tramway.

De 1—
Portion of Mandalay-Kinlon railway from Lashio to the right bank of the Salween.

Decrease due to corrections of mileage.

Appendix A. Important documents.

Appendix A- continued.

It is expected that the following length of unfinished line will be opened for public traffic in 1903-1904.

5' 6" gauge—

	Miles.	Miles.
(i) State lines worked by companies	209.46	
(ii) Guaranteed companies	17.00	
(iii) Assisted companies	0.79	
		227.25

3' 3 1/2" gauge—

(iv) State lines worked by companies	451.23	
(v) State lines worked by the State	86.85	
(vi) Assisted companies	72.46	
(vii) Lines owned by native States and worked by companies	40.22	
		603.76

Special (2' 6" and 2' 0") gauges—

(viii) State lines worked by the State	30.00	
		30.00
TOTAL		861.01

Leaving the undermentioned lines for completion in 1903-1904 or later :

5' 6" gauge—

(ix) State lines worked by companies	255.45	
(x) State lines worked by the State	146.07	
(xi) Guaranteed companies	77.70	
		479.22

" gauge—

(xii) State lines worked by companies	291.79	
(iii) Assisted companies	39.00	
(iv) Lines owned by native States and worked by companies	29.92	
(v) Lines owned and worked by native states	70.85	
		426.56

(a) 1' 3" 0" gauges—

(i) State lines worked by companies	258.67	
(ii) Assisted companies	58.72	
(iii) Lines owned by native States and worked by companies	119.00	

There is a railway on the

* Correction of mileage.
† Made up as follows—
Open at the commencement of 1901-1902
Add—Opened during 1901-1902
Deduct—Decreases due to correction of mileage

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